1969 O'HARE PASSENGER SURVEY

CITY OF CHICAGO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

SEPTEMBER, 1970

PREFACE

This report documents the findings of a survey conducted at O'Hare Airport on April 16 (Wednesday) and April 19 (Saturday), 1969. The survey data were gathered from questionnaires distributed to all passengers aboard scheduled aircrafts departing O'Hare on the survey dates.

The purpose of the survey was to update and expand the data obtained in the 1964 O'Hare Passenger Survey so as to provide a sound data base for planning studies concerned with ground transportation requirements of O'Hare Airport, as well as providing information useful for future airport system development in the Chicago region.

Based on the findings of the 1964 Survey which showed that trip-end distribution patterns were almost identical for arriving and departing passengers, the 1969 Survey was restricted only to departures for convenience in handling the distribution and collection of questionnaire cards. Since the survey was essentially concerned with ground travel to the airport, "originating" passengers were the target of the questionnaire while "connecting" and "through" passengers were only recorded for purposes of determining the split and statistical factoring. Wednesday was chosen as a typical day of the week in terms of passenger volumes and trip purpose, and Saturday was selected in order to obtain the characteristics of more pleasure-oriented weekend travel.

Presented in this report is the direct survey output consisting of statistical figures representing the characteristics of ground travel to the airport, including interrelationships among several trip attributes, on the survey dates. It is not within the scope of this report to present an analysis of trends in the usage of the airport or an "interpretation" of the findings of the survey. This aspect is planned to be covered in a subsequent publication.

The results of a vehicular traffic survey which was conducted on the same dates are presented as an appendix to this report.

Processing of survey returns and preparation of this report were handled by the Department of Public Works-Bureau of Engineering in cooperation with Chicago Area Transportation Study. However,

the survey would not have been possible without the cooperation of all public and private agencies listed in the following page which participated in the planning, design, and conduct of the survey.

City of Chicago
Department of Public Works
Bureau of Engineering

September, 1970

1969 O'HARE PASSENGER SURVEY

COOPERATING AGENCIES.

CITY OF CHICAGO
- Department of Public Works
- Department of Aviation
- Department of Development and Planning
- Department of Streets and Sanitation

CHICAGO AREA TRANSPORTATION STUDY

CHICAGO TRANSIT AUTHORITY

CONTINENTAL AIR TRANSPORT CO.

SUBURBAN RAILROADS (Represented)

AIRLINES (Represented)

O'HARE PASSENGER SURVEY REPORT

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I- PLANNING OF THE SURVEY

A. BACKGROUND.

The first comprehensive passenger survey at O'Hare Airport was conducted on a typical weekday in October, 1964. The Survey was concerned with both arriving and departing passengers and focused on the origin, destination and mode of the ground trips. The results were published by the City's Department of Development and Planning in November, 1965.

In 1968, in response to an apparent need for improving the existing ground transportation services to the airport, an ad hoc committee was formed to study the problem. The committee consisted of the representatives of agencies listed as participants in this report, and their efforts were concentrated on investigating the possibilities for direct rail transit service between the C. B. D. and the airport. Consideration was also given to improving highway access to the airport through additional links to the system or expansion of existing facilities. In these preliminary investigations, the demand estimates were based on the results of the 1964 Passenger Survey. On the other hand, the airport operations reports indicated a very substantial growth of passenger activity since 1964. Futhermore, the land-use in the vicinity of the airport had experienced important changes. With these considerations, the Committee felt that an updated and expanded data base would be prerequisite to any planning study aimed at determining the access needs of the airport. As a result, a sub-committee was formed and was asked to design and conduct a new passenger survey.

B. SURVEY DESIGN CONSIDERATIONS

The most important considerations in the design of the survey were: method of survey, coverage, target population, and survey date.

1. Method. A post-card type questionnaire distributed to passengers aboard scheduled aircrafts was successfully used in the 1964 Survey, with a return representing 60% of the daily passenger volume. It was decided that, with the cooperation of the airlines, this would still be the most satisfactory and inexpensive method.

2. Coverage. Included in the 1964 Survey were items pertaining to the following elements of the trip: origin, destination, purpose, ground travel mode, and flight time. It was decided that the new survey should be expanded to include other factors which are relevant

to the evaluation of existing ground transportation services and to the determination of future service demands. The following items were added to the contents of the previous survey: ground travel time (allocated lead time), waiting time at airport, number of visitors, and satisfaction with present flight schedules. The last item was added with the purpose of determing whether peaking was, in effect, in response to the passengers' preferences.

3. Target Population. The 1964 Survey had interviewed both arriving and departing passengers, and the results had indicated almost identical trip-end distribution patterns for the two groups. Therefore, it was decided that a "one-way" survey would be adequate, and for reasons of convenience in the distribution of survey materials the departing passengers were chosen as the target population. The merits of sampling on the basis of either flight numbers or seats within flights were weighed against attempting to interview the total departing passenger population. Sampling was rejected on the grounds that it would be difficult to test the representativeness of a sample, and that it would not offer any significant reduction in project costs.

4. Survey Date. From the standpoint of providing data base for planning studies, information on peak-day travel is more desirable. The airport operations reports showed that the weekly peak is produced on Fridays. However, the airlines indicated that it would be difficult for their ground and air personnel to undertake special assignments related to the survey, in addition to their routine duties, on a busy day. It was suggested that the survey could be conducted on a typical day, and for purposes of planning studies the results could be converted into peak-day figures through the use of appropriate factors. Futhermore, since the 1964 Survey was conducted on a typical weekday, it would be more desirable to run this survey under similar conditions so as to permit valid comparisons and analyses of trends. Wednesday was chosen as the typical day, and in order to get additional information on weekend travel behavior it was decided to repeat the survey on the Saturday of the same week.

The actual survey days, April 16th and April 19th, were chosen such that it would be possible to prepare the survey materials using the flight schedules then in effect and to conduct the survey before the seasonal schedule changes.

C. DESIGN OF THE QUESTIONNAIRE.

The contents of the questionnaire, as a function of the purpose and scope of the survey, were discussed in the previous section. (B-2). The main factors considered in the format of the card and in the exact wording of the questions were: conciseness, clarity to the reader, and comprehensiveness in terms of information to be obtained. The questions were then arranged into a logical order.

A sample questionnaire form is shown in the next page. Space was provided on top part of the card for information which did not require the passenger's response and which could be precoded. Since the contents of the card were about the ground travel which concerned only "originating" passengers, it was decided to eliminate the "through" and "connecting" passengers before they attempted to answer the questions. However, it was essential to know the number of through or connecting passengers on every flight so as to permit statistical factoring of the returns and to determine the split in airport usage. The "note" was inserted for this purpose. It was decided that the origin address of the passenger was a necessary and sufficient condition for an acceptable response. Therefore, this question was placed first, and the order of the other questions was primarily chosen for their successive interrelationship.

Although the survey dates were to be precoded, as a double safety to prevent mixing of the returns, it was decided to print the questionnaire cards for the two days, on different color background.

D. PREPARATION OF SURVEY MATERIALS.

Survey materials and instructions for the conduct of the survey were prepared by Chicago Area Transportation Study. In summary, these activities included the following:

1. The Official Airline Guide was used to prepare a list of all scheduled flights on the survey days. The following information was included: Name of airline, flight number, flight time, first destination, and type of aircraft. (The last item was converted into seating capacity).

2. An envelope was prepared for each scheduled flight. The name of the airline, flight number and date were marked on the face of each envelope.

3. Questionnaire cards, in numbers sufficient for aircraft capacity, were precoded as to airline and flight number and were placed in appropriate envelopes.

SURVEY QUESTIONNAIRE FORM

FORM IV-62 2/69

CITY OF CHICAGO
AIRLINES GROUND TRANSPORTATION SURVEY

CARD NO. | AIRLINE | FLIGHT | DESTINATION | DEPARTURE TIME | DATE

NOTE: IF YOUR AIRLINE TRIP DID NOT START FROM THE CHICAGO AREA AND YOU DID NOT LEAVE O'HARE AIRPORT BETWEEN FLIGHTS, PLEASE CHECK HERE _____ AND RETURN THIS FORM WITHOUT COMPLETING ANY OTHER QUESTIONS.

IF YOUR AIRLINE TRIP STARTED FROM THE CHICAGO AREA OR YOU LEFT O'HARE AIRPORT BETWEEN FLIGHTS, PLEASE ANSWER THE FOLLOWING QUESTIONS.

QUESTION 1 FROM WHAT ADDRESS DID YOU START YOUR TRIP TO THE AIRLINE BUS DEPARTURE POINT OR O'HARE FIELD FOR THIS FLIGHT?

GIVE EXACT STARTING ADDRESS OR NAME OF HOTEL, MOTEL, ETC. | CITY OR TOWN

QUESTION 2 HOW MANY MINUTES BEFORE THE SCHEDULED DEPARTURE TIME OF YOUR FLIGHT DID YOU LEAVE FOR O'HARE FIELD FROM ABOVE ADDRESS? NO. OF MINUTES _____

QUESTION 3 HOW MUCH OF THIS TIME WAS SPENT WAITING AT O"HARE BEFORE BOARDING YOUR FLIGHTS?
NO. OF MINUTES_____

QUESTION 4

BY WHAT MEANS DID YOU TRAVEL TO O'HARE FIELD? (CHECK ONE)

1. AIRLINE BUS ☐
2. TAXICAB ☐
3. PRIVATE AUTO ☐
4. RENTED CAR ☐
5. OTHER (SPECIFY) ☐

_____

IF AIRLINE BUS WAS USED TO O'HARE FIELD:

QUESTION 6A
WHERE DID YOU BOARD IT? (CHECK ONE)

1. PALMER HOUSE ☐
2. CONRAD HILTON ☐
3. SHERATON CHICAGO ☐
4. DRAKE ☐
5. SHERMAN ☐
6. AMBASSADOR ☐
7. EVANSTON ☐
8. OTHER (SPECIFY) ☐

_____

QUESTION 6B

BY WHAT MEANS DID YOU TRAVEL TO THE POINT WHERE YOU BOARDED IT? (CHECK ONE)

1. TAXICAB ☐
2. PRIVATE AUTO ☐
3. PUBLIC BUS ☐
4. SUBWAY OR ELEVATED ☐
5. TRAIN ☐
6. WALKED ☐
7. OTHER ☐

_____
SPECIFY

QUESTION 6

HOW MANY PEOPLE (RELATIVES, FRIENDS, ASSOCIATES) CAME TO O'HARE TO SEE YOU OFF?

_____
NO. OF PEOPLE

QUESTION 7

WHAT IS THE PURPOSE OF THIS AIRLINE TRIP? (CHECK ONE)

1. BUSINESS (WORK) ☐
2. PERSONAL (FAMILY AFFAIRS) ☐
3. PLEASURE ☐
4. OTHER (SPECIFY) _____

QUESTION 8

IF IT WERE OFFERED, WOULD YOU HAVE TAKEN YOUR FLIGHT AT A DIFFERENT TIME OF DAY?

_____ NO _____ YES

IF YES: AT WHAT TIME?

_____ AM _____ PM

4. Envelopes were assembled and packed in order of flight number for each airline.

5. Schedule of operations and procedures for the conduct of survey were prepared and distributed to the survey personnel and airlines staff.

II-CONDUCTING OF THE SURVEY

A. DISTRIBUTION OF QUESTIONNAIRES.

Boxes containing questionnaire cards which were inserted in manila envelopes for each flight were delivered to the City's administrative offices at O'Hare, two days before the scheduled survey dates. In accordance with previously established procedures, the survey materials were then distributed to the station managers of individual airlines who were instructed to distribute the envelopes to the stewardesses of flights as marked on the envelopes. A survey committee representative was stationed at City's airport office, which served as the survey control station, to insure that all airlines had received the survey materials before the survey date. Airlines' station managers handled the distribution of questionnaires to the stewardesses in accordance with their own standard procedures for the distribution of routine flight materials.

The survey was conducted beginning with the first flight departing O'Hare and ending at midnight on both survey days. The questionnaires were distributed to all passengers aboard planes following a brief announcement by the stewardesses, and were collected before landing at first destination.

B. COLLECTION OF RESPONSES.

Collection of survey returns followed a process which was, in reverse, identical to the distribution procedures. The stewardesses collected the completed questionnaires before landing and placed them together with unused or blank cards in the original envelope containg the questionnaires. The envelopes were closed and signed by the stewardesses and were given to airline station managers at the first destination of the flight. The station managers at the destination end, following printed instructions on envelopes, returned the packages to the O'Hare station managers of their respective airlines. The returns were assembled by airline station managers and were delivered to the City's O'Hare office where they were recorded into the survey control book before being delivered to the office for coding and further processing.

III-PROCESSING

A. CONTROL RECORDS

Before coding the completed questionnaires, control records of all survey returns were made in the following manner. Envelopes containing the responses were opened and the completed questionnaires by originating and thru passengers were sorted. The number of each group, as well as the blank cards, were recorded for each flight. The responses by originating passengers were assembled by airline and in order of flight number for coding. The "thru" cards which did not require any coding were saved for possible future reference.

B. CODING

Responses by originating passengers were coded in spaces provided on the questionnaire form, using the coding manual prepared by C.A.T.S. All items excepting the origin address (Question 1) were directly codable from tables included in the manual.

Trip origins were coded from reference maps of the new C.A.T.S. coding system, and consisted of two parts: The street address code in eight digits and the political unit (city or county) code in three digits. The eight-digit address code represented ¼ square-mile zones based on range and township coordinates and the half-mile street grid. All origins from areas within the cordon line (see Figure 1-Study Area) were coded for the exact street address, and for the city code. Trip origins outside the cordon line were given the coordinates of the applicable "port-of-entry" based on sector focusing on O'Hare, and the appropriate county code was used as the political unit.

Responses without any legible address of origin were discarded, and the previously tabulated card counts were accordingly adjusted. All coded cards were checked and grouped by flight numbers, and each card within a flight was given a serial number so as to identify each usable return by an originating passenger.

Following a contingency checking of coded questionnaire cards, the data was key punched on IBM cards for computer processing.

C. STATISTICAL FACTORING

Although the total departing passenger population was the target of the survey without any pre-sampling, the responses represented a sample. Therefore, appropriate "expansion factors" had to be developed in order to convert the sample returns into the actual passenger volumes.

Information on the "sample population" was already tabulated in the survey control records (Section III-A) showing the number of "originating" and "thru or connecting" respondents from each flight. The actual passenger volumes, which constituted the "universal population", was obtained from the individual airlines. This information was also by each flight, but it did not show separate counts of originating or thru passengers. Therefore, it was not possible to develop separate expansion factors for the originating and thru responses. This was not a serious problem, however, since both groups were large populations which had had the same opportunity to respond. It was reasonable to assume that they would yield the same rate of response and, therefore, they could be expanded by the same factor(s). Survey control figures, showing combined responses by originating and thru passengers, are summarized below.

	WEDNESDAY		SATURDAY	
	FLIGHTS	PASSENGERS	FLIGHTS	PASSENGERS
RESPONSES	623	28,541	499	19,627
TOTAL DEPARTING	821	46,307	726	35,519
PERCENT SAMPLE	75.9	61.6	68.7	55.3

The next step was to choose the method of expansion in terms of the base population(s). Four possible approaches were considered based on the following:

1. Daily Total. This method would require one expansion factor for each survey day to be uniformly applied to all responses. Its main advantage would be in the convenience of the application to cards for computer processing since every card would carry the same weight. Its major drawback would be the inclusion of biases in the rate of return of sub-populations differing in certain attributes (such as flight time, airline, flight duration, etc.). Since control information was available for sub-populations, it was felt that expansion by smaller units would produce more accurate results.

2. Airline. Separate expansion factors for each airline could be developed as the ratio of total passengers to total responses on each line. This method would eliminate the bias in the rate of return due to differences in the average trip length and survey handling procedures used by individual airlines.

3. Flight. This method would require separate expansion factor for each flight departing O'Hare on survey days. Fight populations were the smallest units for which control information was available. Therefore, it could produce the most accurate results since most of the previously mentioned biases would be eliminated. Its major drawback was the absence of any returns from some flights. (Some questionnaire packages did not reach the stewardesses, and in some other cases the stewardesses did not have any time to be spared for the survey). However, this problem could be solved by developing the factors for these flights by combining each one of them with another flight with similar attributes.

4. Hour of Flight. This method would treat all flights in the same hour of the day as one unit thereby requiring 24 expansion factors. Its main advantage would be in the accuracy of the results in terms of hourly volumes.

After an evaluation of these four alternatives, it was decided that the third method, involving the use of flights as units for expansion, would be the most desirable. However, for those flights without any response it was not always possible to find another flight with similar attributes for joint treatment. This was especially true in terms of hour of flight, and it was found out that this method would produce distorted hourly volumes. Nevertheless, it was decided to have a preliminary test run by this method for purposes of checking the accuracy of the figures (other than hourly volumes) produced by any other method. Originally, the fourth method which would use hourly factors was rated as the second most desirable method, but it was favored later due to the failure of the third method to produce accurate hourly figures. It was essential for the survey to give an accurate picture of the hourly trip patterns since most planning studies would employ design volumes based on hourly peaks. In order to satisfy this objective, a test run was made using hourly factors. The results were almost identical with those produced by the "flight factors" in every aspect other than the hourly volumes. Therefore, it was concluded that the hourly factors could be used with reliability, and the survey was processed by this method.

Hourly factors were manually computed from control records and were inserted on the IBM data cards. Table 2 (a&b) shows the process of computation and the expanded passenger volumes by hour of the day.

D. COMPUTER PROCESSING

Processing of the data was handled by the computer units at C.A.T.S. and at the Bureau of Engineering. Separate printouts of listing of survey records by trip origin and by destination with sub-totals were obtained.

Other programs were developed and run to get relationships among various trip characteristics. Computer programming and processing by the C.A.T.S. and Bureau of Engineering groups were done independently, but with central coordination so as to avoid duplication of efforts. However, the outputs by the two units included a minimum overlap in order to permit checking the accuracy of the results which were found to be identical. The data was processed to the extent of developing all conceivably significant relationships among trip attributes, and was stored for possible future use and reference.

IV- SURVEY OUTPUT

Presented as the main body of this report is the survey output which has been summarized in several tables and figures (maps and diagrams). The format and contents of presentations are briefly noted below.

1. Tables and figures are grouped and numbered separately.

2. All tables and figures representing Wednesday's data have been marked as "a" while those pertaining to Saturday's data have been marked "b". Tables summarizing information related to both survey days do not have letter-markings.

3. Tables are generally in a matrix form showing inter-relationships between any two trip attributes. In addition to volumes, percentages in the significant direction are also indicated.

4. Figures consist of maps and line diagrams. Maps are used to summarize trip origins by zones.

   The base map for the study area is used to depict trip origins by political units (within the cordon line by municipalities, and outside the cordon line by counties). Trip origins within the City of Chicago are plotted in 1 square-mile zones on a City map. (Note: The computer output shows trip origins by ¼ square-mile zones, but it was felt that plotting by 1 square-mile zones would be adequate for purposes of this report. The more detailed information can always be made available to future studies if it is warranted.)

5. In addition to the lists of tables and figures shown in the Table of Contents, a separate list by trip attributes is provided in the following pages. This includes cross-references among all attributes.

LIST OF TABLES AND FIGURES
(ARRANGED BY TRIP ATTRIBUTES)

PURPOSE

LEAD TIME

TERMINAL WAITING TIME

VISITORS

FLIGHT TIME

AIRPORT BUS USERS

TABLE 1-a

AIRCRAFT CAPACITY AND PASSENGER VOLUMES BY HOUR

WEDNESDAY

HOUR BEGINNING	TOTAL SEATING CAPACITY	PASSENGER VOLUME	LOAD FACTOR (%)
0:00 AM	843	104	12.3
1:00	646	389	60.2
2:00	1,062	247	23.3
3:00	-	-	-
4:00	301	141	46.8
5:00	246	38	15.4
6:00	487	281	57.6
7:00	4,773	2,411	50.5
8:00	4,854	2,520	51.9
9:00	4,220	2,052	48.6
10:00	4,293	2,579	60.0
11:00	5,249	2,857	54.4
12:00 PM	3,837	2,380	62.0
13:00	4,829	2,450	50.7
14:00	5,269	3,211	60.9
15:00	5,099	3,479	68.2
16:00	4,696	3,864	82.3
17:00	5,420	3,734	68.9
18:00	5,390	4,338	80.4
19:00	6,114	3,386	55.4
20:00	3,561	2,781	78.1
21:00	3,946	1,924	48.7
22:00	2,163	852	39.3
23:00	889	289	32.5
TOTAL:	78,187	46,307	59.3

TABLE 1-b

AIRCRAFT CAPACITY AND PASSENGER VOLUMES BY HOUR

SATURDAY

HOUR BEGINNING	TOTAL SEATING CAPACITY	PASSENGER VOLUME	LOAD FACTOR (%)
0:00 AM	837	294	35.1
1:00	446	395	88.5
2:00	943	532	56.4
3:00	-	-	-
4:00	240	74	30.8
5:00	226	76	33.6
6:00	368	166	45.1
7:00	4,918	2,269	46.1
8:00	4,694	2,504	53.3
9:00	3,749	2,432	64.8
10:00	4,299	3,283	76.3
11:00	5,308	3,081	58.0
12:00 PM	3,989	2,108	52.8
13:00	4,409	1,878	42.6
14:00	4,874	2,829	58.0
15:00	4,298	2,245	52.2
16:00	4,569	2,357	51.5
17:00	4,329	1,768	40.8
18:00	5,312	2,341	44.0
19:00	4,341	1,524	35.1
20:00	4,042	1,386	34.2
21:00	3,117	1,263	40.5
22:00	1,371	418	30.4
23:00	577	296	51.3
TOTAL:	71,256	35,519	49.8

TABLE 2-a

SURVEY RESPONSE AND NUMBER OF PASSENGERS BY HOUR

WEDNESDAY

HOUR BEGINNING	Number of Responses			Total Passngrs on Board	Expansion Factor	Number of Passngrs.	
	Thru or Connect.	Originating	Total			Thru or Connect.	Originating
0:00 AM	42	33	75	104	1.387	59	45
1:00	214	10	224	389	1.737	372	17
2:00	103	46	149	247	1.658	171	76
3:00	-	-	-	-	-	-	-
4:00	84	3	87	141	1.621	136	5
5:00	7	10	17	38	2.235	16	22
6:00	45	145	190	281	1.477	66	215
7:00	450	1,120	1,570	2,411	1.536	690	1,721
8:00	488	1,472	1,960	2,520	1.286	626	1,894
9:00	547	808	1,355	2,052	1.514	829	1,223
10:00	899	896	1,795	2,579	1.437	1,302	1,277
11:00	930	931	1,861	2,857	1.535	1,428	1,429
12:00 PM	778	735	1,513	2,380	1.573	1,225	1,155
13:00	686	683	1,369	2,450	1.790	1,227	1,223
14:00	988	1,252	2,240	3,211	1.433	1,413	1,798
15:00	899	1,262	2,161	3,479	1.610	1,446	2,033
16:00	906	1,345	2,251	3,864	1.717	1,556	2,308
17:00	969	1,261	2,230	3,734	1.674	1,616	2,118
18:00	1,018	1,269	2,287	4,338	1.897	1,936	2,402
19:00	977	745	1,722	3,386	1.966	1,920	1,466
20:00	1,111	582	1,693	2,781	1.643	1,828	953
21:00	807	346	1,153	1,924	1.669	1,348	576
22:00	372	108	480	852	1.775	660	192
23:00	132	27	159	289	1.818	240	49
TOTAL:	13,452	15,089	28,541	46,307	1.623	22,108	24,199

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TABLE 2-b

SURVEY RESPONSE AND NUMBER OF PASSENGERS BY HOUR

SATURDAY

HOUR BEGINNING	Number of Responses			Total Passngrs on Board	Expansion Factor	Number of Passngrs.	
	Thru or Connect.	Originating	Total			Thru or Connect.	Originating
0:00 AM	31	34	65	294	4.523	138	156
1:00	122	20	142	395	2.781	339	56
2:00	219	24	243	532	2.189	479	53
3:00	-	-	-	-	-	-	-
4:00	5	-	5	74	14.800	74	-
5:00	15	1	16	76	4.750	71	5
6:00	50	44	94	166	1.766	88	78
7:00	535	785	1,320	2,269	1.719	918	1,351
8:00	536	870	1,406	2,504	1.781	955	1,549
9:00	554	696	1,250	2,432	1.946	1,078	1,354
10:00	1,240	768	2,008	3,283	1.635	2,025	1,258
11:00	738	725	1,463	3,081	2.106	1,554	1,527
12:00 PM	668	426	1,094	2,108	1.927	1,288	820
13:00	596	341	937	1,878	2.004	1,195	683
14:00	1,076	501	1,577	2,829	1.794	1,930	899
15:00	752	506	1,258	2,245	1.785	1,340	905
16:00	988	451	1,439	2,357	1.638	1,618	739
17:00	681	387	1,068	1,768	1.655	1,128	640
18:00	895	458	1,353	2,341	1.730	1,549	792
19:00	684	330	1,014	1,524	1.503	1,027	497
20:00	513	182	695	1,386	1.994	1,023	363
21:00	584	310	894	1,263	1.413	824	439
22:00	137	94	231	418	1.810	2481	170
23:00	39	16	55	296	5.382	210	86
TOTAL:	11,658	7,969	19,627	35,519	1.810	21,096	14,423

TABLE 3

PASSENGERS BY GENERAL AREA OF ORIGIN

GENERAL AREA OF ORIGIN	WEDNESDAY		SATURDAY	
	Number	%	Number	%
CITY C.B.D.*	6,669	27.6	2,284	15.8
CITY OUTISDE C.B.D.	6,408	26.5	3,864	26.8
CHICAGO AREA OUTSIDE CITY **	7,838	32.4	5,609	38.9
BEYOND CHICAGO AREA	3,284	13.5	2,666	18.5
TOTAL:	24,199	100.0	14,423	100.0

* Halsted Street (W) to Lake Michigan (E), Chicago Avenue (N) to Roosevelt Road (S).

** Inside the "cordon line" (See Figure 1 - Study Area)

TABLE 4-a

PASSENGERS BY AREA OF ORIGIN AND BY HOUR OF THE DAY

WEDNESDAY

HOUR BEGINNING	City C.B.D.		City Outside C.B.D.		Chicago Area Beyond City		Beyond Chicago Area		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%
0:00 AM	10	.1	12	.2	16	.2	6	.2	45	.2
1:00	2	-	7	.1	5	.1	3	.1	17	.1
2:00	7	.1	33	.5	30	.4	7	.2	76	.3
3:00	-	-	-	-	-	-	-	-	-	-
4:00	2	-	-	-	2	-	2	.1	5	-
5:00	2	-	7	.1	11	.1	2	.1	22	.1
6:00	63	.9	63	1.0	67	.9	23	.7	215	.9
7:00	173	2.6	294	4.6	1053	13.4	202	6.1	1721	7.1
8:00	276	4.1	334	5.2	1055	13.5	229	7.0	1894	7.8
9:00	172	2.6	306	4.8	556	7.1	190	5.8	1223	5.1
10:00	286	4.3	273	4.3	489	6.2	229	7.0	1277	5.3
11:00	442	6.6	359	5.6	447	5.7	181	5.5	1429	5.9
12:00 PM	323	4.8	273	4.3	379	4.8	180	5.4	1155	4.8
13:00	421	6.3	299	4.7	290	3.7	213	6.5	1223	5.1
14:00	608	9.1	510	8.0	415	5.3	266	8.1	1798	7.4
15:00	765	11.5	579	9.0	450	5.7	238	7.2	2033	8.4
16:00	777	11.7	703	11.0	576	7.3	253	7.7	2308	9.5
17:00	686	10.3	711	11.1	491	6.3	229	7.0	2118	8.7
18:00	846	12.7	763	11.9	529	6.8	264	8.0	2402	9.9
19:00	373	5.6	407	6.3	428	5.5	258	7.9	1466	6.1
20:00	233	3.5	269	4.2	292	3.7	158	4.8	953	3.9
21:00	157	2.4	132	2.1	190	2.4	97	3.0	576	2.4
22:00	37	.5	62	1.0	46	.6	46	1.4	192	.8
23:00	9	.2	11	.2	22	.3	7	.2	49	.2
TOTAL:	6,669	100.0	6,408	100.0	7,838	100.0	3,284	100.0	24,199	100.0

TABLE 4-b

PASSENGERS BY AREA OF ORIGIN AND BY HOUR OF THE DAY

SATURDAY

HOUR BEGINNING	City C.B.D.		City Outside C.B.D.		Chicago Area Beyond City		Beyond Chicago Area		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%
0:00 AM	8	.4	52	1.3	52	1.0	44	1.6	156	1.1
1:00	6	.3	14	.4	8	.1	28	1.0	56	.4
2:00	13	.6	11	.3	9	.1	20	.8	53	.4
3:00	-	-	-	-	-	-	-	-	-	-
4:00	-	-	-	-	-	-	-	-	-	-
5:00	-	-	-	-	5	.1	-	-	5	-
6:00	11	.5	25	.6	39	.7	4	.2	78	.5
7:00	119	5.1	385	10.0	681	12.1	167	6.3	1351	9.4
8:00	175	7.7	442	11.4	636	11.3	297	11.1	1549	11.0
9:00	123	5.3	387	10.0	646	12.0	198	7.4	1354	9.4
10:00	154	6.8	312	8.1	465	8.3	327	12.3	1258	8.7
11:00	217	9.5	413	10.7	611	11.0	286	10.7	1527	10.6
12:00 PM	141	6.2	186	4.8	312	5.9	182	6.8	820	5.7
13:00	184	8.1	160	4.1	248	4.4	90	3.4	683	4.8
14:00	172	7.5	244	6.3	327	6.0	156	6.0	899	6.2
15:00	178	7.8	252	6.5	287	5.1	188	7.1	905	6.3
16:00	198	8.7	179	4.6	249	4.4	113	4.2	739	5.1
17:00	139	6.1	137	3.6	250	4.5	114	4.3	640	4.4
18:00	215	9.4	176	4.5	242	4.3	159	6.0	792	5.5
19:00	96	4.2	132	3.4	173	3.1	96	3.6	497	3.4
20:00	44	1.9	114	3.0	144	2.6	62	2.3	363	2.4
21:00	54	2.4	161	4.2	138	2.5	86	3.2	439	3.0
22:00	29	1.3	43	1.1	62	1.1	36	1.3	170	1.2
23:00	11	.5	38	1.0	27	.4	11	.4	86	.6
TOTAL:	2,284	100.0	3,864	100.0	5,609	100.0	2,666	100.0	14,423	100.0

TABLE 5-a

PASSENGERS BY GENERAL AREA OF ORIGIN AND GROUND TRAVEL MODE

WEDNESDAY

AREA / MODE	CITY C.B.D.		CITY OUTSIDE C.B.D.		CHICAGO AREA BEYOND CITY		BEYOND CHICAGO AREA		TOTAL:	
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
AIRPORT BUS	2,959	44.4	1,203	18.8	327	4.2	344	10.5	4,833	20.0
TAXICAB	2,342	35.1	2,017	31.5	815	10.4	133	4.0	5,307	21.9
PRIVATE AUTO	859	12.9	2,022	31.6	5,227	66.7	1,787	54.4	9,895	40.9
RENTED CAR	361	5.4	576	9.0	691	8.8	595	18.1	2,222	9.2
OTHER	123	1.8	561	8.7	736	9.4	380	11.6	1,800	7.4
NOT INDICATED	25	.4	30	.4	42	.5	45	1.4	142	.6
TOTAL:	6,669	100.0	6,408	100.0	7,838	100.0	3,284	100.0	24,199	100.0

TABLE 5-b

PASSENGERS BY GENERAL AREA OF ORIGIN AND GROUND TRAVEL MODE

SATURDAY

AREA / MODE	CITY C.B.D.		CITY OUTSIDE C.B.D.		CHICAGO AREA BEYOND CITY		BEYOND CHICAGO AREA		TOTAL:	
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
AIRPORT BUS	1,008	44.1	483	12.5	220	3.9	282	10.6	1,993	13.8
TAXICAB	703	30.8	749	19.4	501	9.0	77	2.9	2,030	14.1
PRIVATE AUTO	350	15.3	2,031	52.6	4,000	71.3	1,784	66.9	8,165	56.6
RENTED CAR	99	4.3	204	5.3	297	5.3	268	10.0	868	6.0
OTHER	113	5.0	380	9.8	557	9.9	207	7.8	1,258	8.7
NOT INDICATED	11	.5	17	.4	34	.6	47	1.8	109	.8
TOTAL:	2,284	100.0	3,864	100.0	5,609	100.0	2,666	100.0	14,423	100.0

TABLE 6-a

PASSENGERS BY TRIP PURPOSE AND AREA OF ORIGIN

WEDNESDAY

AREA / PURPOSE	CITY C.B.D.		CITY OUTSIDE C.B.D.		CHICAGO AREA OUTSIDE CITY		BEYOND CHICAGO AREA		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%
BUSINESS	6,174	92.6	5,392	84.1	6,222	79.4	2,008	61.1	19,796	81.8
PERSONAL	186	2.8	401	6.3	676	8.6	514	15.7	1,777	7.3
PLEASURE	223	3.3	448	7.0	727	9.3	515	15.7	1,914	7.9
OTHER	56	.8	135	2.1	144	1.8	188	5.7	523	2.2
NOT INDICATED	31	.5	32	.5	68	.9	59	1.8	189	.8
TOTAL:	6,669	100.0	6,408	100.0	7,838	100.0	3,284	100.0	24,199	100.0

TABLE 6-b

PASSENGERS BY TRIP PURPOSE AND AREA OF ORIGIN

SATURDAY

AREA / PURPOSE	CITY C.B.D.		CITY OUTSIDE C.B.D.		CHICAGO AREA OUTSIDE CITY		BEYOND CHICAGO AREA		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%
BUSINESS	1,688	74.0	1,710	44.2	2,846	50.7	1,022	38.4	7,266	50.4
PERSONAL	178	7.8	802	20.8	1,128	20.1	686	25.7	2,795	19.4
PLEASURE	315	13.8	1,164	30.1	1,426	25.4	755	28.3	3,661	25.4
OTHER	83	3.6	138	3.6	139	2.5	144	5.4	504	3.5
NOT INDICATED	19	.8	49	1.3	70	1.3	58	2.2	196	1.3
TOTAL:	2,284	100.0	3,864	100.0	5,609	100.0	2,666	100.0	14,422	100.0

TABLE 7-a

PASSENGERS BY DESTINATION

WEDNESDAY

DESTINATION	NUMBER OF PASSENGERS	PERCENT OF TOTAL
Alabama	107	.4
Alaska	-	-
Arizona	386	1.6
Arkansas	-	-
California - Los Angeles	766	3.2
" - San Francisco	471	1.9
" - All Other	103	.4
Colorado	502	2.1
Connecticut	323	1.3
Delaware	-	-
Florida - Miami	86	.4
" - Tampa	149	.6
" - All Other	181	.8
Georgia	453	1.9
Hawaii	-	-
Idaho	-	-
Illinois	638	2.6
Indiana	906	3.8
Iowa	619	2.6
Kansas - Wichita	83	.3
" - All Other	-	-
Kentucky	364	1.5
Louisiana	168	.7
Maine	-	-
Maryland - Except Baltimore	-	-
Massachusetts	634	2.6
Michigan - Detroit	787	3.2
" - All Other	804	3.3
Minnesota	916	3.8
Mississippi	-	-
Missouri - Kansas City	544	2.2
" - St. Louis	966	4.0
" - All Other	-	-
Montana	23	.1
Nebraska	373	1.5
Nevada	141	.6
New Hampshire	-	-
New Jersey	-	-
New Mexico	53	.2
New York - Rochester	192	.8
" - Buffalo	262	1.1
" - New York City	3,724	15.4
" - All Other	103	.4

TABLE 7-a (continued)

DESTINATION	NUMBER OF PASSENGERS	PERCENT OF TOTAL
North Carolina	94	.4
North Dakota	12	-
Ohio - Cleveland	692	2.9
" - Cincinnati	655	2.7
" - All Other	778	3.2
Oklahoma	197	.8
Oregon	54	.2
Pennsylvania - Pittsburgh	643	2.7
" - Philadelphia	1,210	5.0
" - All Other	-	-
Rhode Island	-	-
South Carolina	51	.2
South Dakota	-	-
Tennessee	325	1.3
Texas - Dallas	449	1.9
" - Houston	205	.9
" - All Other	50	.2
Utah	108	.4
Vermont	-	-
Virginia	23	.1
Washington	209	.9
Washington, D.C. and Baltimore	1,115	4.6
West Virginia	-	-
Wisconsin - Milwaukee	133	.6
" - All Other	384	1.6
Wyoming	45	.2
Canada	765	3.2
Mexico	86	.4
Other Foreign	89	.4
TOTAL:	24,199	100.0

TABLE 7-b

PASSENGERS BY DESTINATION

SATURDAY

DESTINATION	NUMBER OF PASSENGERS	PERCENT OF TOTAL
Alabama	37	.3
Alaska	59	.4
Arizona	219	1.5
Arkansas	-	-
California - Los Angeles	995	6.9
" - San Francisco	481	3.3
" - All Other	121	.8
Colorado	317	2.2
Connecticut	119	.8
Delaware	-	-
Florida - Miami	597	4.1
" - Tampa	202	1.4
" - All Other	238	1.6
Georgia	292	2.0
Hawaii	-	-
Idaho	-	-
Illinois	339	2.4
Indiana	614	4.3
Iowa	335	2.3
Kansas - Wichita	40	.3
" - All Other	-	-
Kentucky	263	1.8
Louisiana	159	1.1
Maine	42	.3
Maryland - Except Baltimore	-	-
Massachusetts	305	2.1
Michigan - Detroit	360	2.5
" - All Other	565	3.9
Minnesota	377	2.6
Mississippi	-	-
Missouri - Kansas City	293	2.0
" - St. Louis	455	3.2
" - All Other	-	-
Montana	-	-
Nebraska	196	1.3
Nevada	120	.8
New Hampshire	-	-
New Jersey	-	-
New Mexico	-	-
New York - Rochester	88	.6
" - Buffalo	120	.8
" - New York City	1615	11.2
" - All Other	29	.2

TABLE 7-b (continued)

DESTINATION	NUMBER OF PASSENGERS	PERCENT OF TOTAL
North Carolina	87	.6
North Dakota	9	.1
Ohio - Cleveland	370	2.6
" - Cincinnati	328	2.3
" - All Other	392	2.7
Oklahoma	143	1.0
Oregon	145	1.0
Pennsylvania - Pittsburgh	235	1.6
" - Philadelphia	209	1.4
" - All Other	-	-
Rhode Island	-	-
South Carolina	-	-
South Dakota	-	-
Tennessee	240	1.7
Texas - Dallas	427	3.0
" - Houston	190	1.3
" - All Other	59	.4
Utah	102	.7
Vermont	-	-
Virginia	47	.3
Washington	172	1.2
Washington, D.C. and Baltimore	443	3.1
West Virginia	-	-
Wisconsin - Milwaukee	153	1.0
" - All Other	119	.8
Wyoming	-	-
Canada	314	2.2
Mexico	43	.3
Other Foreign	204	1.4
TOTAL:	14,423	100.0

TABLE 8-a

PASSENGERS BY TRIP PURPOSE
BY RANGE OF DESTINATION

WEDNESDAY

PURPOSE	RANGE OF DESTINATION IN MILES							
	0-400		400-750		750-UP		TOTAL:	
	Number	%	Number	%	Number	%	Number	%
BUSINESS	8223	88.1	7638	85.5	3935	66.3	19,796	81.8
PERSONAL	479	5.1	597	6.7	701	11.8	1,777	7.3
PLEASURE	421	4.5	501	5.6	992	16.7	1,914	7.9
OTHER	155	1.7	135	1.5	233	3.9	523	2.2
NOT INDICATED	57	.6	52	.6	80	1.3	189	.8
TOTAL (%)	9335 (38.5)	100.0	8923 (36.9)	100.0	5941 (24.6)	100.0	24,199 (100.0)	100.0

TABLE 8-b

PASSENGERS BY TRIP PURPOSE
BY RANGE OF DESTINATION

SATURDAY

PURPOSE	RANGE OF DESTINATION IN MILES							
	0-400		400-750		750-UP		TOTAL:	
	Number	%	Number	%	Number	%	Number	%
BUSINESS	2949	59.7	2016	52.7	2301	40.6	7,266	50.4
PERSONAL	1032	20.9	768	20.1	995	17.6	2,795	19.4
PLEASURE	730	14.8	825	21.6	2106	37.2	3,661	25.4
OTHER	179	3.6	168	4.4	157	2.8	504	3.5
NOT INDICATED	50	1.0	45	1.2	101	1.8	196	1.3
TOTAL (%)	4940 (34.3)	100.0	3822 (26.5)	100.0	5660 (39.2)	100.0	14,422 (100.0)	100.0

TABLE 9-a

PASSENGERS BY TRIP PURPOSE FOR SELECTED DESTINATIONS

WEDNESDAY

PURPOSE / DESTINATION	BUSINESS	PERSONAL	PLEASURE	OTHER	NOT INDICATED	TOTAL
NEW YORK CITY	3247 87.2	192 5.2	222 6.0	39 1.0	23 0.6	3723 100.0
PHILADELPHIA	1060 87.6	75 6.2	52 4.3	22 1.8	2 0.1	1211 100.0
WASHINGTON, D.C. AND BALTIMORE	894 81.5	104 9.5	64 5.8	22 2.0	13 1.1	1097 100.0
DETROIT	710 90.3	23 2.9	47 6.0	2 0.2	5 0.6	787 100.0
ST. LOUIS	845 87.5	54 5.6	47 4.9	17 1.7	3 0.4	966 100.0
LOS ANGELES	400 52.2	150 19.6	159 20.7	39 5.1	18 2.3	766 100.0
SAN FRANCISCO	285 60.5	83 17.5	71 15.1	31 6.6	2 0.3	472 100.0
CLEVELAND	614 88.7	35 5.0	22 3.2	17 2.5	5 0.7	693 100.0
CINCINNATI	601 91.7	26 3.9	13 2.1	14 2.1	2 0.2	656 100.0
DALLAS	380 84.7	23 5.1	35 7.7	10 2.1	2 0.4	450 100.0
ALL FLORIDA	162 42.8	69 18.3	141 37.3	5 1.3	1 .3	378 100.0

TABLE 9-b

PASSENGERS BY TRIP PURPOSE FOR SELECTED DESTINATIONS

SATURDAY

PURPOSE / DESTINATION	BUSINESS	PERSONAL	PLEASURE	OTHER	NOT INDICATED	TOTAL
NEW YORK CITY	856 53.0	313 19.4	398 24.6	33 2.0	15 0.9	1615 100.0
PHILADELPHIA	115 55.0	35 16.6	29 14.1	27 12.7	3 1.6	209 100.0
WASHINGTON, D.C. AND BALTIMORE	179 42.0	104 24.4	114 26.7	26 6.1	3 0.8	426 100.0
DETROIT	198 55.0	81 22.4	68 19.0	6 1.6	7 2.0	360 100.0
ST. LOUIS	221 48.6	129 28.3	85 18.7	18 4.0	2 0.3	455 100.0
LOS ANGELES	388 39.0	190 19.1	361 36.3	26 2.6	30 3.0	995 100.0
SAN FRANCISCO	177 36.7	77 16.0	212 44.1	8 1.6	7 1.5	481 100.0
CLEVELAND	208 56.4	80 21.6	67 18.2	13 3.4	2 0.5	370 100.0
CINCINNATI	186 56.7	73 22.1	54 16.3	14 4.3	2 0.5	329 100.0
DALLAS	177 41.3	73 16.9	153 35.6	18 4.1	9 2.0	430 100.0
ALL FLORIDA	247 23.8	135 13.0	633 61.0	14 1.4	8 .8	1037 100.0

TABLE 10

PASSENGERS BY MODE OF GROUND TRAVEL

MODE	WEDNESDAY		SATURDAY	
	Number	%	Number	%
AIRPORT BUS	4,833	20.0	1,993	13.8
TAXICAB	5,307	21.9	2,030	14.1
PRIVATE AUTO	9,895	40.9	8,165	56.6
RENTED CAR	2,222	9.2	868	6.0
OTHER *	1,800	7.4	1,258	8.7
NOT INDICATED	142	.6	109	.8
TOTAL:	24,199	100.0	14,423	100.0

* Vehicle classification counts (See Appendix) have indicated that the "other" category consists of primarily hotel courtesy cars and chartered buses. This is confirmed in Figures 8a and 8b which show trip origins by the "other" mode to be predominantly in zones where such hotel services are available.

TABLE 11-a

PASSENGERS BY MODE AND BY HOUR OF THE DAY

WEDNESDAY

HOUR BEGINNING	AIRPORT BUS		TAXICAB		PRIVATE AUTO		RENTED CAR		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0:00 AM	8	.2	14	.3	17	.2	4	.2	2	.1	-	-	45	.2
1:00	3	.1	5	.1	5	.1	2	.1	2	.1	-	-	17	.1
2:00	17	.4	10	.2	45	.5	2	.1	3	.2	-	-	76	.3
3:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00	-	-	-	-	3	-	-	-	2	.1	-	-	5	-
5:00	-	-	4	.1	18	.2	-	-	-	-	-	-	22	.1
6:00	30	.6	76	1.4	65	.7	24	1.1	20	1.1	-	-	215	.9
7:00	110	2.3	283	5.3	1119	11.3	64	2.9	135	7.5	9	6.2	1721	7.1
8:00	170	3.5	359	6.8	1091	11.0	94	4.2	165	9.2	17	11.9	1894	7.8
9:00	151	3.1	206	3.9	661	6.7	91	4.1	109	6.1	5	3.5	1223	5.1
10:00	217	4.5	241	4.5	649	6.6	56	2.5	108	6.0	6	4.2	1277	5.3
11:00	322	6.7	359	6.8	559	5.6	101	4.5	71	3.9	17	11.9	1429	6.0
12:00 PM	229	4.7	296	5.5	461	4.7	83	3.7	86	4.8	1	.7	1156	4.8
13:00	310	6.4	306	5.7	383	3.8	122	5.5	89	4.9	13	9.1	1223	5.1
14:00	384	7.8	501	9.5	586	5.8	202	9.0	117	6.5	7	4.8	1798	7.4
15:00	484	10.0	581	10.8	649	6.6	175	7.8	127	7.1	16	11.2	2033	8.4
16:00	496	10.3	522	9.7	797	8.1	325	14.5	156	8.7	12	8.4	2308	9.5
17:00	517	10.7	512	9.5	654	6.6	249	11.1	177	9.8	8	5.6	2118	8.6
18:00	719	14.9	499	9.3	719	7.3	275	12.3	182	10.1	8	5.6	2402	9.9
19:00	342	7.1	249	4.7	539	5.4	200	8.9	122	6.8	14	9.8	1466	6.1
20:00	173	3.6	158	3.0	463	4.7	90	4.1	59	3.3	10	7.0	953	3.9
21:00	117	2.4	89	1.7	282	2.8	48	2.7	40	2.2	-	-	576	2.4
22:00	32	.7	27	1.0	96	1.0	14	.6	23	1.3	-	-	192	.8
23:00	-	-	11	.2	33	.3	2	.1	3	.2	-	-	49	.2
TOTAL:	4,832	100.0	5,307	100.0	9,895	100.0	2,222	100.0	1,800	100.0	142	100.0	24.199	100.0

TABLE 11-b

PASSENGERS BY MODE AND BY HOUR OF DAY

SATURDAY

HOUR BEGINNING	AIRPORT BUS		TAXICAB		PRIVATE AUTO		RENTED CAR		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0:00 AM	10	.5	22	1.1	102	1.2	13	1.5	10	.8	-	-	156	1.1
1:00	3	.2	-	-	44	.5	3	.3	6	.5	-	-	56	.4
2:00	11	.6	2	.1	31	.4	9	1.0	-	-	-	-	53	.4
3:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00	-	-	-	-	5	.1	-	-	-	-	-	-	5	-
6:00	4	.2	18	.9	39	.5	-	-	16	1.3	2	1.8	78	.5
7:00	88	4.4	201	10.0	791	9.7	64	7.5	198	15.6	10	9.2	1351	9.4
8:00	230	11.4	212	10.4	780	9.6	62	7.2	232	18.3	14	12.8	1549	10.7
9:00	117	5.9	150	7.4	883	10.8	68	7.9	128	10.2	8	7.3	1354	9.4
10:00	157	7.9	210	10.3	710	8.7	52	6.0	123	9.8	7	6.4	1258	8.7
11:00	234	11.6	183	9.0	914	11.2	86	9.3	95	7.6	15	13.8	1527	10.6
12:00 PM	111	5.6	137	6.7	470	5.8	44	5.1	46	3.7	12	11.0	820	5.7
13:00	134	6.7	126	6.2	325	4.0	56	6.5	40	3.2	2	1.8	683	4.7
14:00	154	7.7	138	6.8	466	5.7	38	4.4	97	7.7	5	4.6	899	6.2
15:00	160	8.0	133	6.6	495	6.1	82	9.4	29	2.3	7	6.4	905	6.3
16:00	139	7.0	126	6.2	355	4.3	61	7.1	44	3.5	13	11.9	739	5.1
17:00	114	5.7	84	4.1	328	4.0	61	7.1	48	3.8	5	4.6	640	4.4
18:00	151	7.5	118	5.9	407	5.0	62	7.2	52	4.1	3	2.8	792	5.5
19:00	83	4.2	63	3.1	251	3.1	50	5.8	50	4.0	2	1.8	497	3.4
20:00	36	1.8	44	2.2	237	3.0	24	2.8	18	1.4	4	3.7	363	2.5
21:00	31	1.6	45	2.2	321	3.9	24	2.8	19	1.5	-	-	439	3.1
22:00	13	.7	13	.6	138	1.7	4	.5	4	.3	-	-	170	1.2
23:00	16	.8	5	.2	54	.7	5	.6	5	.4	-	-	86	.6
TOTAL:	1,993	100.0	2,030	100.0	8,165	100.0	868	100.0	1,258	100.0	109	100.0	14,423	100.

TABLE 12-a

PASSENGERS BY TRIP PURPOSE AND MODE OF GROUND TRAVEL

WEDNESDAY

PURPOSE / MODE	BUSINESS		PERSONAL - FAMILY		PLEASURE		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
AIRPORT BUS	4133	20.9	276	15.5	287	15.0	118	22.7	17	9.2	4831	20.0
TAXICAB	4745	24.0	213	12.0	258	13.5	62	12.0	28	14.8	5307	21.9
PRIVATE AUTO	7383	37.3	1068	60.0	1138	59.4	231	44.2	76	40.0	9896	40.9
RENTED CAR	2048	10.3	89	5.0	56	3.0	18	3.4	12	6.0	2222	9.2
OTHER	1401	7.1	122	7.0	163	8.5	89	17.0	24	13.0	1300	7.4
NOT INDICATED	85	.4	9	.5	12	.6	4	.7	32	17.0	142	.6
TOTAL:	19,796	100.0	1,777	100.0	1,914	100.0	523	100.0	189	100.0	24,199	100.0

TABLE 12-b

PASSENGERS BY TRIP PURPOSE AND MODE OF GROUND TRAVEL

SATURDAY

PURPOSE / MODE	BUSINESS		PERSONAL - FAMILY		PLEASURE		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
AIRPORT BUS	1220	16.8	259	9.2	361	9.9	128	25.4	24	12.1	1993	13.8
TAXICAB	1299	17.9	299	10.7	379	10.3	42	8.3	12	6.1	2030	14.1
PRIVATE AUTO	3370	46.4	1943	69.5	2491	68.0	265	52.5	96	49.0	8164	56.6
RENTED CAR	597	8.2	145	5.2	111	3.0	12	2.3	4	1.8	868	6.0
OTHER	755	10.4	132	4.7	288	7.9	56	11.2	27	13.8	1258	8.7
NOT INDICATED	25	.3	16	.6	32	.9	2	.3	34	17.2	109	.8
TOTAL:	7,266	100.0	2,795	100.0	3,661	100.0	504	100.0	196	100.0	14,422	100.0

TABLE 13-a

PASSENGERS BY LEAD TIME BY TRAVEL MODE

WEDNESDAY

LEAD TIME IN MINUTES	AIRPORT BUS		TAXICAB		PRIVATE AUTO		RENTED CAR		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0- 20	39	.8	55	1.0	133	1.3	28	1.3	29	1.6	6	4.2	290	1.2
21- 40	61	1.3	162	3.0	647	6.5	74	3.3	123	6.8	10	7.2	1076	4.4
41- 60	383	7.9	1243	23.4	3443	34.8	448	20.1	498	27.7	35	24.6	6049	25.0
61- 80	320	6.6	754	14.2	1512	15.3	219	9.8	212	12.9	10	7.2	3047	12.6
81-100	1106	22.9	1282	24.2	1948	19.7	438	19.7	292	16.2	16	11.3	5083	21.0
101-120	1460	30.2	1033	19.5	1159	11.7	496	22.3	252	14.0	14	9.6	4413	18.2
121-140	283	5.9	112	2.1	144	1.5	75	3.4	32	1.8	1	1.0	648	2.7
141-160	423	8.8	195	3.7	201	2.0	150	6.8	59	3.2	3	2.2	1031	4.3
161-UP	638	13.2	357	6.7	504	5.1	233	10.5	239	13.3	9	6.3	1980	8.2
NOT INDICT.	119	2.5	114	2.1	204	2.1	61	2.8	45	2.5	38	26.6	580	2.4
TOTAL:	4,832	100.0	5,306	100.0	9,895	100.0	2,222	100.0	1,800	100.0	142	100.0	24,199	100.0

TABLE 13-b

PASSENGERS BY LEAD TIME BY TRAVEL MODE

SATURDAY

LEAD TIME IN MINUTES	AIRPORT BUS		TAXICAB		PRIVATE AUTO		RENTED CAR		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0- 20	28	1.4	25	1.2	121	1.5	14	1.6	26	2.1	2	1.8	217	1.5
21- 40	50	2.5	128	6.3	505	6.2	46	5.3	112	8.9	7	6.6	848	5.9
41- 60	225	11.3	638	31.4	2677	32.8	221	25.5	407	32.4	24	22.0	4,193	29.1
61- 80	177	8.9	281	13.8	1184	14.5	87	10.1	167	13.3	7	6.6	1,904	13.2
81-100	499	25.0	445	21.9	1708	20.9	157	18.1	267	21.2	22	20.2	3,098	21.5
101-120	509	25.6	294	14.5	989	12.1	155	17.9	94	7.4	11	9.8	2,052	14.2
121-140	76	3.8	35	1.7	146	1.8	10	1.2	20	1.6	--	--	288	2.0
141-160	120	6.0	39	1.9	209	2.6	49	5.6	48	3.8	---	--	465	3.2
161-UP	255	12.8	83	4.1	405	5.0	91	10.4	83	6.6	9	8.2	925	6.4
NOT INDICT.	53	2.7	62	3.1	220	2.7	37	4.2	34	2.7	27	24.8	433	3.0
TOTAL:	1.993	100.0	2,030	100.0	8,164	100.0	868	100.0	1,258	100.0	109	100.0	14,422	100.0

TABLE 14-a

PASSENGERS BY LEAD TIME BY TRAVEL MODE
FOR TRIPS ORIGINATING IN THE C.B.D.

WEDNESDAY

LEAD TIME IN MINUTES	AIRPORT BUS		TAXICAB		PRIVATE AUTO		RENTED CAR		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0- 20	19	.6	11	.5	18	2.0	8	2.3	5	3.7	1	4.0	61	.9
21- 40	20	.7	55	2.3	50	5.8	10	2.8	7	5.7	-	-	142	2.1
41- 60	208	7.0	468	20.0	192	22.3	51	14.1	39	32.1	6	24.0	964	14.5
61- 80	221	7.5	383	16.4	118	13.7	46	12.6	13	10.6	3	12.0	784	11.8
81-100	749	25.3	622	26.5	225	26.2	64	17.7	18	14.7	2	8.0	1,679	25.2
101-120	975	33.0	498	21.3	145	16.9	82	22.6	23	18.5	5	20.0	1,727	25.9
121-140	144	4.9	65	2.8	11	1.2	13	3.5	2	1.4	1	4.0	236	3.5
141-160	228	7.7	76	3.2	21	2.5	24	6.7	2	1.4	-	-	351	5.3
161-UP	320	10.8	119	5.1	38	4.4	42	11.7	13	10.6	2	8.0	534	8.0
NOT INDICT.	75	2.5	45	1.9	43	5.0	22	6.0	2	1.4	5	20.0	191	2.9
TOTAL:	2,959	100.0	2,342	100.0	859	100.0	361	100.0	123	100.0	25	100.0	6,669	100.0

TABLE 14-B

PASSENGERS BY LEAD TIME BY TRAVEL MODE FOR TRIPS ORIGINATING IN THE C.B.D.

SATURDAY

LEAD TIME IN MINUTES	AIRPORT BUS		TAXICAB		PRIVATE AUTO		RENTED CAR		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0- 20	19	1.7	10	1.4	9	2.7	2	1.8	7	6.6	-	-	45	2.0
21- 40	14	1.4	45	6.5	26	7.4	6	5.6	8	7.1	-	-	99	4.3
41- 60	98	9.7	166	23.6	118	33.8	51	51.5	51	45.3	3	27.3	488	21.4
61- 80	177	11.6	85	12.2	43	12.3	3	3.3	9	8.2	-	-	258	11.3
81-100	298	29.5	172	24.4	62	17.6	18	17.9	27	24.1	-	-	576	25.2
101-120	274	27.2	132	18.8	37	10.5	3	3.3	4	3.1	2	18.2	452	19.8
121-140	43	4.3	14	2.0	7	2.0	-	-	-	-	-	-	64	2.8
141-160	45	4.5	29	4.1	5	1.6	3	3.3	-	-	-	-	83	3.6
161-UP	82	8.1	31	4.4	16	4.5	3	3.3	3	2.7	-	-	135	5.9
NOT INDICT.	19	1.9	19	2.6	27	7.7	10	10.1	3	2.9	6	54.5	84	3.7
TOTAL:	1,008	100.0	703	100.0	350	100.0	99	100.0	113	100.0	11	100.0	2,284	100.0

TABLE 15-a

PASSENGERS BY TERMINAL WAITING TIME BY TRAVEL MODE

WEDNESDAY

WAITING TIME IN MINUTES	AIRPORT BUS		TAXICAB		PRIVATE AUTO		RENTED CAR		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0- 10	420	8.7	540	10.2	1433	14.5	239	10.8	169	9.4	11	7.9	2812	11.6
11- 20	393	8.1	650	12.2	1782	18.0	294	13.2	182	10.1	11	7.9	3311	13.7
21- 30	707	14.6	953	18.0	2453	24.8	446	20.1	317	17.6	31	21.5	4907	20.3
31- 40	379	7.8	518	9.8	975	9.9	193	8.7	208	11.5	9	6.4	2281	9.4
41- 50	581	12.0	654	12.3	1023	10.3	211	9.5	196	10.9	12	8.6	2677	11.1
51- 60	792	16.4	786	14.8	1047	10.6	356	16.0	237	13.2	6	4.3	3224	13.3
61- 70	188	3.9	134	2.5	133	1.3	40	1.8	46	2.5	--	--	541	2.2
71- 80	250	5.2	209	3.9	188	1.9	70	3.2	72	4.0	6	4.3	796	3.3
81-UP	1014	20.1	768	14.5	682	6.9	332	14.9	330	18.3	28	19.7	3152	13.0
NOT INDICATED	107	2.2	96	1.8	179	1.8	42	1.9	44	2.5	27	19.2	495	2.0
TOTAL:	4,832	100.0	5,307	100.0	9,895	100.0	2,222	100.0	1,800	100.0	142	100.0	24,199	100.0

TABLE 15-b

PASSENGERS BY TERMINAL WAITING TIME BY TRAVEL MODE

SATURDAY

WAITING TIME IN MINUTES	AIRPORT BUS		TAXICAB		PRIVATE AUTO		RENTED CAR		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0- 10	146	7.3	201	9.9	944	11.6	79	9.1	94	7.5	12	11.4	1476	10.2
11- 20	189	9.5	234	11.5	1306	16.0	130	15.0	161	12.8	9	8.1	2029	14.1
21- 30	297	14.9	364	17.9	1958	24.0	164	18.9	248	19.7	21	19.1	3051	21.2
31- 40	163	8.2	203	10.0	806	9.9	79	9.1	172	13.6	9	8.1	1431	9.9
41- 50	226	11.4	254	12.5	1050	12.9	123	14.2	189	15.0	5	4.7	1848	12.8
51-60	327	16.4	291	14.3	990	12.1	134	15.5	143	11.3	7	6.7	1893	13.1
61-70	52	2.6	66	3.3	97	1.2	11	1.3	38	3.1	2	1.9	267	1.8
71-80	121	6.1	80	3.9	193	2.4	11	1.3	35	2.8	8	7.6	447	3.1
81-UP	412	20.7	270	13.3	555	6.8	106	12.2	132	10.5	18	16.5	1493	10.4
NOT INDICATED	60	3.0	66	3.3	266	3.3	32	3.7	46	3.7	17	15.9	487	3.4
TOTAL:	1,993	100.0	2,030	100.0	8,164	100.0	868	100.0	1,258	100.0	109	100.0	14,422	100.0

TABLE 16-a

PASSENGERS AND VISITORS BY MODE

WEDNESDAY

MODE	PASSENGERS	VISITORS	VISITORS PER PASSENGERS
AIRPORT BUS	4,832	307	.064
TAXICAB	5,307	406	.077
PRIVATE AUTO	9,895	7,032	.711
RENTED CAR	2,222	375	.169
OTHER	1,800	396	.220
NOT INDICATED	142	10	.070
TOTAL:	24,199	8,526	.353

TABLE 16-b

PASSENGERS AND VISITORS BY MODE

SATURDAY

MODE	PASSENGERS	VISITORS	VISITORS PER PASSENGERS
AIRPORT BUS	1,993	238	.119
TAXICAB	2,030	241	.119
PRIVATE AUTO	8,164	10,758	1.318
RENTED CAR	868	269	.311
OTHER	1,258	374	.298
NOT INDICATED	109	93	.854
TOTAL:	14,422	11,973	.829

TABLE 17

PASSENGERS BY TRIP PURPOSE

PURPOSE	WEDNESDAY		SATURDAY	
	Number	%	Number	%
BUSINESS	19,796	81.8	7,266	50.4
PERSONAL	1,777	7.3	2,795	19.4
PLEASURE	1,914	7.9	3,661	25.4
OTHER	523	2.2	504	3.5
NOT INDICATED	189	.8	196	1.3
TOTAL:	24,199	100.0	14,423	100.0

TABLE 18-a

PASSENGERS BY TRIP PURPOSE BY HOUR OF THE DAY

WEDNESDAY

HOUR BEGINNING	BUSINESS		PERSONAL		PLEASURE		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0:00 AM	32	.2	6	.3	6	.3	-	-	-	-	44	.2
1:00	14	.1	-	-	2	.1	-	-	2	1.0	17	.1
2:00	35	.2	20	1.1	10	.5	10	2.0	2	1.0	76	.3
3:00	-	-	-	-	-	-	-	-	-	-	-	-
4:00	5	-	-	-	-	-	-	-	-	-	5	.1
5:00	22	.1	-	-	-	-	-	-	-	-	22	.1
6:00	194	1.0	9	.5	13	.7	-	-	-	-	215	.8
7:00	1,601	8.1	46	2.6	47	2.5	19	3.7	8	4.2	1,721	7.1
8:00	1,668	8.4	91	5.2	102	5.3	28	5.4	5	2.6	1,894	7.8
9:00	1,002	5.1	93	5.2	114	6.0	15	3.0	8	4.2	1,232	5.1
10:00	878	4.4	108	6.1	241	12.6	39	7.5	10	5.2	1,277	5.3
11:00	1,044	5.3	141	7.9	183	9.5	37	7.1	25	13.1	1,429	5.9
12:00 PM	795	4.0	139	7.8	161	8.4	33	6.3	20	10.4	1,148	4.7
13:00	958	4.8	107	6.0	98	5.1	52	10.0	7	3.6	1,223	5.1
14:00	1,409	7.1	152	8.6	159	8.3	58	11.0	20	10.4	1,798	7.4
15:00	1,706	8.7	123	6.9	146	7.6	40	7.6	18	9.5	2,033	8.4
16:00	1,984	10.0	137	7.7	136	7.1	31	6.0	20	10.4	2,309	9.5
17:00	1,844	9.3	135	7.6	74	3.9	50	9.6	15	7.8	2,118	8.8
18:00	2,121	10.7	116	6.5	123	6.4	34	6.5	8	4.2	2,402	9.9
19:00	1,196	6.0	153	8.6	88	4.6	19	3.6	10	5.2	1,466	6.1
20:00	723	3.7	76	4.3	104	5.4	41	7.6	10	5.2	953	3.9
21:00	416	2.1	77	4.3	73	3.9	8	1.6	2	1.0	576	2.4
22:00	125	.6	37	2.1	21	1.1	7	1.5	2	1.0	192	.8
23:00	25	.1	11	.7	13	.7	-	-	-	-	49	.2
TOTAL:	19,796	100.0	1,777	100.0	1,914	100.0	523	100.0	199	100.0	24,199	100.0

TABLE 18-b

PASSENGERS BY TRIP PURPOSE BY HOUR OF THE DAY

SATURDAY

HOUR BEGINNING	BUSINESS		PERSONAL		PLEASURE		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0:00 AM	58	.8	15	.5	67	1.8	2	.4	-	-	143	1.0
1:00	19	.2	11	.4	17	.4	6	1.2	3	1.5	56	.4
2:00	24	.3	7	.3	11	.3	11	2.2	-	-	53	.4
3:00	-	-	-	-	-	-	-	-	-	-	-	-
4:00	-	-	-	-	-	-	-	-	-	-	-	-
5:00	-	-	-	-	5	.1	-	-	-	-	5	.1
6:00	49	.7	25	.9	2	.1	2	.4	-	-	78	.5
7:00	792	11.0	263	9.4	220	6.0	52	10.3	24	12.2	1,351	9.4
8:00	712	10.0	322	11.5	407	11.1	85	16.8	20	10.1	1,549	10.7
9:00	625	8.6	243	8.7	450	12.3	19	3.7	18	9.2	1,354	9.4
10:00	511	7.0	257	9.2	450	12.3	31	6.2	10	5.1	1,258	8.7
11:00	680	9.3	286	10.2	495	13.6	51	10.1	15	7.6	1,527	10.6
12:00 PM	380	5.2	153	5.5	251	6.9	21	4.1	15	7.6	820	5.7
13:00	361	5.0	142	5.1	130	3.6	34	6.7	16	8.2	683	4.7
14:00	400	5.5	199	7.1	244	6.6	47	9.3	9	4.6	899	6.2
15:00	485	6.6	193	6.9	193	5.3	29	5.7	5	2.5	905	6.3
16:00	486	6.7	93	3.3	128	3.5	18	3.5	13	6.6	739	5.1
17:00	405	5.6	106	3.8	103	2.8	7	1.4	20	10.1	640	4.4
18:00	534	7.3	135	4.8	85	2.3	47	9.3	5	2.5	806	5.6
19:00	283	3.9	102	3.7	101	2.8	8	1.6	5	2.5	497	3.4
20:00	181	2.5	100	3.6	58	1.6	16	3.1	8	4.1	363	2.5
21:00	154	2.1	68	2.4	205	5.6	8	1.6	4	2.0	439	3.0
22:00	65	.9	69	2.4	27	.7	7	1.4	2	1.0	170	1.2
23:00	59	.8	5	.2	11	.3	5	1.0	5	2.5	86	.6
TOTAL:	7,266	100.0	2,795	100.0	3,661	100.0	504	100.0	195	100.0	14,423	100.0

TABLE 19-a

PASSENGERS BY LEAD TIME BY PURPOSE

WEDNESDAY

LEAD TIME IN MINUTES	BUSINESS		PERSONAL		PLEASURE		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0- 20	195	1.0	37	2.1	36	1.9	18	3.5	5	2.5	290	1.2
21- 40	888	4.5	86	4.9	59	3.1	27	5.3	15	8.1	1076	4.4
41- 60	5134	25.9	391	22.0	413	21.6	77	14.7	33	17.7	6049	25.0
61- 80	2581	13.0	219	12.3	201	10.5	23	4.3	24	12.4	3047	12.6
81-100	4216	21.3	366	20.6	408	21.3	72	13.8	20	10.8	5083	21.0
101-120	3653	18.5	253	14.3	348	18.2	127	24.3	31	16.6	4413	18.2
121-140	516	2.6	62	3.5	43	2.3	24	4.5	3	1.7	648	2.7
141-160	824	4.2	70	3.9	90	4.7	38	7.3	8	4.0	1031	4.3
161-UP	1417	7.2	217	12.2	240	12.5	83	15.8	24	12.6	1980	8.2
NOT INDICATED	369	1.9	75	4.2	77	4.0	34	6.4	26	13.6	580	2.4
TOTAL:	19,796	100.0	1,777	100.0	1,914	100.0	523	100.0	189	100.0	24,199	100.0

TABLE 19-b

PASSENGERS BY LEAD TIME BY PURPOSE

SATURDAY

LEAD TIME IN MINUTES	BUSINESS		PERSONAL		PLEASURE		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0- 20	123	1.7	33	1.2	54	1.5	3	.7	4	2.1	217	1.5
21- 40	457	6.3	165	5.9	190	5.2	32	6.3	4	1.8	848	5.9
41- 60	2,255	31.0	812	29.0	972	26.5	108	21.5	46	23.4	4,193	29.1
61- 80	1,023	14.1	365	13.0	439	12.0	50	9.9	27	13.7	1,904	13.2
81-100	1,548	21.3	548	19.6	875	24.0	92	18.2	35	18.0	3,098	21.5
101-120	975	13.4	435	15.6	523	14.3	94	18.6	24	12.4	2,052	14.2
121-140	157	2.2	50	1.8	68	1.9	7	1.5	5	2.6	288	2.0
141-160	226	3.1	97	3.5	118	3.2	23	4.5	-	-	465	3.2
161-UP	371	5.1	170	6.1	289	8.0	79	15.6	17	8.4	925	6.4
NOT INDICATED	130	1.8	119	4.3	133	3.6	16	3.2	35	17.6	433	3.0
TOTAL:	7,266	100.0	2,795	100.0	3,661	100.0	504	100.0	196	100.0	14,422	100.0

TABLE 28

PASSENGERS BY WAITING TIME BY PURPOSE

WEDNESDAY

WAITING TIME IN MINUTES	BUSINESS		PERSONAL		PLEASURE		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0-10	2367	12.0	199	11.2	158	8.2	66	12.7	22	11.6	2812	11.6
11-20	2823	14.3	190	10.7	210	11.0	67	12.9	22	11.4	3311	13.7
21-30	4098	20.7	364	20.5	347	18.1	73	13.9	25	13.1	4907	20.3
31-40	1934	9.8	143	8.1	161	8.4	32	6.2	11	5.9	2281	9.4
41-50	2141	10.8	216	12.1	277	14.5	28	5.3	17	8.8	2677	11.1
51-60	2544	12.9	247	13.9	324	16.9	87	16.7	22	11.4	3224	13.3
61-70	454	2.3	29	1.6	47	2.5	8	1.4	3	1.8	541	2.2
71-80	685	3.6	38	2.1	50	2.6	19	3.7	4	2.4	796	3.3
81-UP	2442	12.3	277	15.6	290	15.2	111	21.2	31	16.5	3152	13.0
NOT Indicated	307	1.5	74	4.2	50	2.6	31	6.0	32	17.1	495	2.0
TOTAL:	19,796	100.0	1777	100.0	1914	100.0	523	100.0	189	100.0	24,199	100.0

TABLE 20-b

PASSENGERS BY WAITING TIME BY PURPOSE

SATURDAY

WAITING TIME IN MINUTES	BUSINESS		PERSONAL		PLEASURE		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0-10	797	11.0	333	11.9	291	8.0	41	8.1	15	7.4	1,476	10.2
11-20	1,085	14.9	386	13.8	456	12.5	74	14.7	27	13.5	2,029	14.1
21-30	1,522	21.0	636	22.7	766	20.9	90	17.8	37	19.1	3,051	21.2
31-40	746	10.3	277	9.9	362	10.0	35	7.0	10	5.2	1,431	9.9
41-50	932	12.8	327	11.7	517	14.1	53	10.5	20	10.0	1,848	12.8
51-60	918	12.6	349	12.5	535	14.6	73	14.5	18	9.3	1,893	13.1
61-70	140	1.9	43	1.5	69	1.9	9	1.9	6	2.9	267	1.8
71-80	223	3.1	79	2.8	113	3.1	23	4.6	10	5.0	447	3.1
81-UP	733	10.1	243	8.7	408	11.1	85	16.8	25	12.8	1,493	10.4
NOT Indicated	170	2.3	123	4.4	144	3.9	22	4.3	29	14.8	487	3.4
TOTAL:	7,266	100.0	2,795	100.0	3,661	100.0	504	100.0	196	100.0	14,422	100.0

TABLE 21-a

PASSENGERS AND VISITORS BY TRIP PURPOSE

WEDNESDAY

PURPOSE	PASSENGERS	VISITORS	VISITORS PER PASSENGER
BUSINESS	19,796	4,215	.213
PERSONAL	1,777	1,977	1.112
PLEASURE	1,914	1,692	.884
OTHER	523	564	1.075
NOT INDICATED	189	77	.408
TOTAL:	24,199	8,526	.353

TABLE 21-b

PASSENGERS AND VISITORS BY TRIP PURPOSE

SATURDAY

PURPOSE	PASSENGERS	VISITORS	VISITORS PER PASSENGER
BUSINESS	7,266	3,539	.486
PERSONAL	2,795	3,332	1.192
PLEASURE	3,661	4,365	1,224
OTHER	504	580	1.151
NOT INDICATED	196	157	.801
TOTAL:	14,422	11,973	.829

TABLE 22-a

VISITORS BY PASSENGER'S TRIP PURPOSE BY HOUR OF THE DAY

WEDNESDAY

HOUR BEGINNING	BUSINESS		PERSONAL		PLEASURE		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0:00 AM	5	.1	6	.3	5	.3	1	.2	-	-	17	.2
1:00	3	.1	-	-	-	-	-	-	2	2.6	5	-
2:00	12	.3	8	.4	8	.5	38	6.7	2	2.6	68	.8
3:00	-	-	-	-	-	-	-	-	-	-	-	-
4:00	3	.1	-	-	-	-	-	-	-	-	3	.1
5:00	2	.1	-	-	-	-	-	-	-	-	2	.1
6:00	38	.9	1	.5	4	.2	-	-	-	-	43	.5
7:00	334	7.9	18	.9	22	1.3	30	5.3	2	2.6	405	4.8
8:00	251	6.0	113	5.7	67	4.0	23	4.1	-	-	454	5.3
9:00	190	4.5	73	3.7	70	4.1	18	3.2	3	3.9	353	4.1
10:00	283	6.7	126	6.3	168	10.0	66	11.7	1	1.3	644	7.6
11:00	217	5.1	121	6.1	141	8.3	37	6.5	3	3.9	519	6.1
12:00 PM	193	4.6	159	8.0	144	8.5	42	7.4	23	30.0	561	6.6
13:00	156	3.7	102	5.2	82	4.8	21	3.6	2	2.6	363	4.3
14:00	259	6.1	117	5.9	154	9.1	34	6.0	14	18.1	578	6.7
15:00	282	6.7	129	6.4	114	6.7	60	10.6	-	-	584	6.7
16:00	418	9.9	191	9.6	99	5.9	2	.4	3	3.9	712	8.4
17:00	318	7.5	191	9.6	132	7.8	35	6.2	10	13.0	686	8.0
18:00	366	8.7	144	7.3	123	7.3	27	4.7	-	-	660	7.7
19:00	358	8.5	159	8.0	81	4.8	35	6.2	4	5.2	637	7.5
20:00	274	6.5	136	6.8	146	8.6	72	12.7	8	10.3	637	7.5
21:00	144	3.3	120	6.1	112	6.6	22	3.8	-	-	397	4.7
22:00	96	2.3	50	2.5	16	1.0	4	.7	-	-	165	1.9
23:00	15	.4	13	.7	4	.2	-	-	-	-	31	.4
TOTAL:	4,215	100.0	1,977	100.0	1,692	100.0	564	100.0	77	100.0	8,526	100.0

TABLE 22-b

VISITORS BY PASSENGER'S TRIP PURPOSE BY HOUR OF THE DAY

SATURDAY

HOUR BEGINNING	BUSINESS		PERSONAL		PLEASURE		OTHER		NOT INDICATED		TOTAL:	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0:00 AM	19	.5	33	1.0	110	2.5	4	.7	-	-	166	1.4
1:00	14	.4	36	1.0	31	.8	3	.5	3	1.9	86	.7
2:00	35	1.0	11	.3	2	.1	28	4.8	-	-	77	.6
3:00	-	-	-	-	-	-	-	-	-	-	-	-
4:00	-	-	-	-	-	-	-	-	-	-	-	-
5:00	-	-	-	-	-	-	-	-	-	-	-	-
6:00	11	.3	20	.6	-	-	2	.3	-	-	32	.3
7:00	158	4.5	143	4.3	160	3.7	57	9.8	5	3.2	523	4.4
8:00	237	6.7	255	7.7	296	6.8	75	12.9	-	-	862	7.2
9:00	282	8.0	321	9.6	494	11.3	14	2.4	21	13.3	1,133	9.5
10:00	314	9.0	262	7.9	432	9.9	44	7.6	3	1.9	1,055	8.8
11:00	366	10.3	284	8.5	687	15.7	42	7.2	25	16.0	1,405	11.7
12:00 PM	203	5.7	202	6.1	308	7.1	52	9.0	15	9.6	781	6.5
13:00	168	4.7	130	3.9	120	2.7	30	5.2	6	3.9	455	3.8
14:00	181	5.1	244	7.3	386	8.8	34	5.8	4	2.5	849	7.1
15:00	286	8.1	305	9.2	277	6.3	43	7.4	11	7.0	921	7.7
16:00	219	6.2	187	5.6	147	3.4	18	3.1	8	5.1	580	4.8
17:00	260	7.3	235	7.1	170	3.9	8	1.4	30	19.1	703	5.9
18:00	299	8.5	215	6.5	119	2.7	66	11.4	-	-	699	5.8
19:00	167	4.7	81	2.4	138	3.2	6	1.1	2	1.2	394	3.3
20:00	108	3.1	130	3.9	56	1.2	16	2.8	8	5.1	317	2.6
21:00	150	4.2	136	4.1	342	7.8	13	2.2	7	4.5	648	5.4
22:00	51	1.4	98	2.9	58	1.3	14	2.4	4	2.5	224	2.0
23:00	11	.3	5	.1	32	.8	11	2.0	5	3.2	69	.5
TOTAL:	3,539	100.0	3,332	100.0	4,365	100.0	580	100.0	157	100.0	11,973	100.0

TABLE 23-a

PASSENGERS BY LEAD TIME BY HOUR

WEDNESDAY

HOUR BEGINNING	LEAD TIME IN MINUTES										TOTAL:
	0-20	21-40	41-60	61-80	81 - 100	101 - 120	121 - 140	141 - 160	161 - UP	NOT INDI-CATED	
0:00 AM	-	3	11	6	11	7	1	2	4	-	45
1:00	-	-	7	-	5	2	-	-	2	2	17
2:00	3	5	20	5	17	13	-	2	8	3	76
3:00	-	-	-	-	-	-	-	-	-	-	-
4:00	-	-	-	-	2	2	-	-	-	2	5
5:00	-	7	16	-	-	-	-	-	-	-	22
6:00	3	11	49	20	40	37	17	11	26	-	215
7:00	23	125	897	282	213	106	5	9	23	37	1,721
8:00	18	78	728	365	448	171	27	18	12	30	1,894
9:00	8	53	370	213	330	178	18	14	21	18	1,223
10:00	15	40	375	200	295	169	35	52	64	32	1,277
11:00	21	54	348	204	355	263	31	41	66	46	1,429
12:00 PM	18	49	273	149	254	228	34	46	84	21	1,155
13:00	13	55	281	165	251	254	29	63	89	23	1,223
14:00	36	76	365	215	353	428	63	83	119	61	1,799
15:00	18	85	449	252	490	414	39	82	153	52	2,033
16:00	27	112	517	278	525	482	52	106	149	60	2,308
17:00	15	80	339	195	450	501	92	132	258	57	2,119
18:00	19	68	296	176	493	653	120	182	347	47	2,402
19:00	16	59	271	134	256	270	49	114	271	27	1,466
20:00	20	54	209	118	153	125	21	51	173	30	953
21:00	10	42	154	47	100	83	12	17	83	28	576
22:00	4	14	59	14	33	27	5	4	27	5	192
23:00	4	5	18	9	9	-	-	2	2	-	49
TOTAL:	290	1,076	6,049	3,046	5,08[illegible]	4,413	647	1,030	1,980	580	24,198

TABLE 23-b

PASSENGERS BY LEAD TIME BY HOUR

SATURDAY

HOUR BEGINNING	LEAD TIME IN MINUTES										TOTAL:
	0-20	21-40	41-60	61-80	81-100	101-120	121-140	141-160	161-UP	NOT INDICATED	
0:00 AM	--	8	27	27	40	19	4	13	15	2	156
1:00	3	8	17	6	-	6	-	3	14	-	57
2:00	--	--	11	7	13	9	4	--	7	2	53
3:00	--	--	--	--	--	--	--	--	--	--	--
4:00	--	--	--	--	--	--	--	--	--	--	--
5:00	--	5	--	--	--	--	--	--	--	--	5
6:00	4	4	41	12	5	7	--	--	--	5	78
7:00	26	122	578	196	230	96	17	22	24	40	1351
8:00	14	107	561	205	319	150	23	43	71	56	1549
9:00	19	53	444	232	313	177	14	21	45	37	1355
10:00	18	54	293	178	264	222	38	59	98	34	1258
11:00	25	97	406	230	329	242	27	40	88	42	1523
12:00 PM	4	23	208	100	225	125	15	32	51	39	822
13:00	20	28	196	76	158	96	18	18	40	32	682
14:00	14	68	210	100	217	145	18	22	83	22	899
15:00	14	69	238	82	181	162	27	37	72	23	905
16:00	15	39	208	105	154	103	11	33	52	18	738
17:00	3	25	142	70	137	127	23	25	61	26	639
18:00	9	43	221	92	151	121	24	40	81	10	792
19:00	2	30	119	50	104	104	12	23	42	14	500
20:00	16	18	90	58	74	38	4	16	34	16	364
21:00	6	33	117	60	99	57	4	14	41	8	439
22:00	5	14	45	9	47	29	4	5	5	5	168
23:00	-	-	22	11	38	16	-	-	-	-	87
TOTAL:	216	848	4192	1903	3097	2051	288	464	925	432	144

TABLE 24-a

DISTRIBUTION OF LEAD TIME AS PERCENT OF PASSENGERS IN THE HOUR

WEDNESDAY

HOUR BEGINNING	LEAD TIME IN MINUTES									
	0-20	21-40	41-60	61-80	81 - 100	101 - 120	121 - 140	141 - 160	161 - UP	NOT INDICATED
0:00 AM	-	6.7	24.5	13.3	24.4	15.5	2.2	4.4	8.9	-
1:00	-	-	40.0	-	30.0	10.0	-	-	10.0	10.0
2:00	4.3	6.5	26.0	6.6	21.8	17.4	-	2.1	10.8	4.4
3:00	-	-	-	-	-	-	-	-	-	-
4:00	-	-	-	-	33.3	33.3	-	-	-	33.3
5:00	-	30.0	70.0	-	-	-	-	-	-	-
6:00	1.6	5.2	22.6	9.3	18.8	17.2	7.9	5.3	12.1	-
7:00	1.3	7.3	52.1	16.4	12.3	6.1	.2	.5	1.3	2.2
8:00	1.0	4.1	38.4	19.3	23.6	9.0	1.4	1.0	.6	1.6
9:00	.6	4.3	30.2	17.4	27.0	14.6	1.5	1.1	1.7	1.5
10:00	1.2	3.2	29.4	15.6	23.1	13.2	2.7	4.1	5.0	2.5
11:00	1.5	3.8	24.3	14.3	24.8	18.3	2.1	2.9	4.6	3.2
12:00 PM	1.5	4.2	23.6	12.9	22.0	19.7	2.9	4.0	7.3	1.8
13:00	1.0	4.5	23.0	13.4	20.5	20.8	2.3	5.1	7.3	1.9
14:00	2.0	4.2	20.3	12.0	19.6	23.8	3.5	4.6	6.6	3.4
15:00	.8	4.2	22.0	12.4	24.1	20.4	1.9	4.0	7.5	2.5
16:00	1.2	4.9	22.4	12.0	22.7	20.8	2.2	4.5	6.5	2.6
17:00	.7	3.8	16.0	9.1	21.2	23.6	4.3	6.2	12.1	2.7
18:00	.8	2.8	12.3	7.3	20.5	27.1	5.0	7.6	14.5	2.0
19:00	1.0	4.0	18.5	9.1	17.4	18.4	3.3	7.7	18.5	1.9
20:00	2.0	5.7	21.9	12.4	16.0	13.1	2.2	5.3	18.1	3.1
21:00	1.7	7.2	26.6	8.1	17.4	14.5	2.0	2.9	14.5	4.9
22:00	1.8	7.4	30.6	7.4	17.6	13.9	2.8	1.9	13.9	2.8
23:00	7.4	11.1	37.0	18.5	18.5	-	-	3.7	3.7	-
TOTAL:	1.1	4.4	25.0	12.5	21.0	18.2	2.6	4.2	8.1	2.3

TABLE 24-b

DISTRIBUTION OF LEAD TIME AS PERCENT OF PASSENGERS IN THE HOUR

SATURDAY

HOUR BEGINNING	LEAD TIME IN MINUTES									
	0-20	21-40	41-60	61-80	81 - 100	101 - 120	121 - 140	141 - 160	161 - UP	NOT INDI-CATED
0:00 AM	--	5.2	17.4	17.4	25.7	12.2	2.6	8.4	9.7	1.3
1:00	5.0	15.0	30.0	10.0	--	10.0	--	5.0	25.0	--
2:00	--	--	20.8	12.5	25.0	16.7	8.3	--	12.5	4.2
3:00	--	--	--	--	--	--	--	--	--	--
4:00	--	--	--	--	--	--	--	--	--	--
5:00	--	100.0	--	--	--	--	--	--	--	--
6:00	4.5	4.5	52.2	15.9	6.8	9.0	--	--	--	6.8
7:00	1.9	9.0	42.7	14.5	17.0	7.1	1.3	1.7	1.8	2.9
8:00	1.0	6.9	36.2	13.2	20.6	9.7	1.5	2.8	4.6	3.7
9:00	1.4	3.9	32.8	17.0	23.1	13.0	1.0	1.6	3.3	2.7
10:00	1.4	4.3	23.3	14.2	21.0	17.7	3.0	4.7	7.8	2.7
11:00	1.7	6.3	26.6	15.0	21.5	15.9	1.8	2.6	5.8	2.7
12:00 PM	.5	2.8	25.3	12.1	27.4	15.3	1.9	3.8	6.2	4.7
13:00	2.9	4.1	28.7	11.1	23.1	14.1	2.6	2.6	5.9	4.7
14:00	1.6	7.6	23.4	11.2	24.2	16.2	2.0	2.4	9.2	2.4
15:00	1.6	7.7	26.3	9.1	20.0	17.9	3.0	4.0	7.9	2.6
16:00	2.0	5.3	28.2	14.2	20.8	14.0	1.6	4.4	7.1	2.4
17:00	.5	3.9	22.2	10.9	21.4	19.9	3.6	3.9	9.6	4.1
18:00	1.1	5.5	27.9	11.6	19.0	15.3	3.1	5.0	10.3	1.3
19:00	.3	6.0	23.9	10.0	20.8	20.8	2.4	4.5	8.5	2.7
20:00	4.4	4.9	24.7	15.9	20.3	10.4	1.1	4.4	9.3	4.3
21:00	1.3	7.5	26.7	13.7	22.4	12.9	1.0	3.2	9.3	1.9
22:00	3.2	8.5	26.6	5.3	27.7	17.0	2.1	3.2	3.2	3.1
23:00	--	--	25.0	12.5	43.8	18.8	--	--	--	--
TOTAL:	1.5	5.8	29.0	13.2	21.4	14.2	1.9	3.2	6.4	3.0

TABLE 25-a

PASSENGERS BY TERMINAL WAITING TIME BY HOUR

WEDNESDAY

HOUR BEGINNING	TERMINAL WAITING TIME IN MINUTES										TOTAL
	0-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	NOT INDICATED	
0:00 AM	8	6	10	3	5	6	2	1	4	--	45
1:00	3	2	2	2	7	--	--	--	2	--	18
2:00	13	8	17	5	10	7	--	2	11	3	76
3:00	--	--	--	--	--	--	--	--	--	--	--
4:00	--	--	--	--	--	2	--	2	2	--	6
5:00	4	9	7	2	--	--	--	--	--	--	22
6:00	29	30	33	18	21	31	6	13	32	2	215
7:00	340	399	500	177	137	91	5	11	27	34	1720
8:00	301	351	512	213	237	162	26	27	46	21	1894
9:00	130	208	290	175	160	152	18	26	44	21	1223
10:00	117	186	332	119	185	157	25	30	98	29	1277
11:00	204	233	295	107	144	170	23	43	175	34	1429
12:00 PM	171	177	240	102	134	159	27	31	93	22	1155
13:00	147	165	286	106	136	166	25	45	134	13	1223
14:00	213	251	298	164	212	247	46	69	250	49	1798
15:00	239	278	425	222	234	263	54	64	206	47	2033
16:00	242	298	461	273	238	365	46	81	252	52	2308
17:00	167	190	359	189	253	366	87	85	373	48	2119
18:00	137	173	341	188	266	446	76	157	582	36	2402
19:00	124	144	192	106	126	201	46	57	440	31	1466
20:00	105	104	173	72	94	128	15	26	202	35	954
21:00	82	72	103	25	50	62	12	20	134	17	576
22:00	21	23	25	11	18	39	2	7	44	2	192
23:00	15	4	7	4	11	5	2	--	2	--	49
TOTAL:	2812	3311	4908	2281	2677	3224	541	796	3153	495	24199

PASSENGERS BY TERMINAL WAITING TIME BY HOUR

SATURDAY

HOUR BEGINNING	TERMINAL WAITING TIME IN MINUTES										TOTAL
	0-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	NOT INDICATED	
0:00 AM	15	13	37	19	17	35	--	2	13	4	156
1:00	6	11	8	--	3	8	--	--	17	3	56
2:00	9	11	9	--	9	7	--	--	9	--	53
3:00	--	--	--	--	--	--	--	--	--	--	--
4:00	--	--	--	--	--	--	--	--	--	--	--
5:00	--	--	5	--	--	--	--	--	--	--	5
6:00	14	8	35	5	4	2	--	--	5	4	77
7:00	138	229	351	138	225	155	15	17	43	41	1351
8:00	174	244	402	150	196	128	34	41	119	61	1549
9:00	148	210	325	162	191	163	31	19	62	43	1354
10:00	116	178	237	122	190	164	18	60	128	44	1258
11:00	124	215	293	152	204	221	29	63	192	34	1527
12:00 PM	50	103	166	84	133	129	23	27	75	29	820
13:00	80	98	132	42	88	88	10	28	88	28	683
14:00	79	118	131	124	88	129	14	41	129	45	899
15:00	104	111	168	97	100	135	20	37	112	21	905
16:00	102	95	134	77	80	123	15	18	82	13	739
17:00	58	78	124	46	81	108	10	18	94	23	640
18:00	83	109	166	76	78	90	19	33	118	21	792
19:00	50	63	65	44	42	80	11	18	104	23	497
20:00	48	50	80	24	38	48	2	8	50	16	362
21:00	61	37	112	49	61	47	3	7	42	20	439
22:00	13	24	43	20	14	13	13	9	11	11	170
23:00	5	22	27	--	5	22	--	--	--	5	86
TOTAL:	1476	2028	3051	1431	1847	1892	266	477	1493	487	14422

DISTRIBUTION OF TERMINAL WAITING TIME AS PERCENT OF PASSENGERS IN THE HOUR

WEDNESDAY

HOUR BEGINNING	TERMINAL WAITING TIME IN MINUTES									
	0-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-UP	NOT INDICATED
0:00 AM	18.0	13.3	22.2	6.7	11.1	12.7	4.4	2.2	8.8	--
1:00	20.0	10.0	10.0	10.0	40.0	--	--	--	10.0	--
2:00	17.4	10.9	21.7	6.5	13.1	8.7	--	2.2	15.2	4.4
3:00	--	--	--	--	--	--	--	--	--	--
4:00	--	--	--	--	--	33.3	--	33.3	33.3	--
5:00	20.0	40.0	30.0	10.0	--	--	--	--	--	--
6:00	13.6	13.9	15.4	8.4	10.0	14.4	2.6	6.2	15.0	.9
7:00	19.8	23.2	29.1	10.3	8.0	5.3	.3	.6	1.6	2.0
8:00	15.9	18.5	27.0	11.3	12.5	8.5	1.4	1.4	2.4	1.1
9:00	10.7	17.0	23.7	14.3	13.0	12.4	1.5	2.1	3.6	1.7
10:00	9.2	14.6	26.0	9.3	14.5	12.3	2.0	2.4	7.6	2.3
11:00	14.3	16.3	20.6	7.5	10.1	11.9	1.6	3.0	12.2	2.4
12:00 PM	14.8	15.3	20.8	8.8	11.6	13.8	2.3	2.7	8.1	1.9
13:00	12.0	13.5	23.4	8.6	11.4	13.6	2.0	3.7	11.0	1.0
14:00	11.8	14.0	16.6	9.1	11.8	13.8	2.5	3.8	13.9	2.7
15:00	11.8	13.7	20.9	10.9	11.5	13.0	2.7	3.2	10.1	2.3
16:00	10.5	12.9	20.0	11.8	10.3	15.8	2.0	3.5	11.0	2.3
17:00	7.9	9.0	16.9	8.9	11.9	17.3	4.1	4.0	17.6	2.3
18:00	5.7	7.2	14.2	7.8	11.0	18.6	3.2	6.6	24.2	1.6
19:00	8.4	9.8	13.1	7.2	8.6	13.7	3.1	3.9	30.0	2.1
20:00	11.0	10.9	18.1	7.6	10.0	13.4	1.6	2.8	21.2	3.6
21:00	14.2	12.5	18.0	4.3	8.7	11.0	2.0	3.5	23.2	2.9
22:00	11.1	12.0	13.0	5.6	9.3	20.4	.9	3.7	23.1	.9
23:00	29.6	7.4	14.8	7.4	22.2	11.1	3.7	--	3.7	--
TOTAL:	11.6	13.7	20.3	9.4	11.1	13.3	2.2	3.3	13.0	2.0

TABLE 20-B

DISTRIBUTION OF TERMINAL WAITING TIME AS PERCENT OF PASSENGERS IN THE HOUR
SATURDAY

HOUR BEGINNING	TERMINAL WAITING TIME IN MINUTES									
	0-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-UP	NOT INDI-CATED
0:00 AM	9.7	8.3	23.8	12.2	11.0	22.4	--	1.3	8.3	2.6
1:00	10.0	20.0	15.0	--	5.0	15.0	--	--	30.0	5.0
2:00	16.6	20.8	16.6	--	16.6	12.5	--	--	16.6	--
3:00	--	--	--	--	--	--	--	--	--	--
4:00	--	--	--	--	--	--	--	--	--	--
5:00	--	--	100.	--	--	--	--	--	--	--
6:00	18.1	11.3	45.4	6.8	4.5	2.2	--	--	6.8	4.5
7:00	10.1	16.9	25.9	10.1	16.6	11.4	1.1	1.2	3.1	3.0
8:00	11.2	15.7	25.9	9.7	12.6	8.2	2.1	2.6	7.7	3.9
9:00	10.9	15.5	23.9	11.9	14.0	12.0	2.2	1.4	4.6	3.2
10:00	9.2	14.1	18.8	9.7	15.1	13.0	1.4	4.8	10.1	3.5
11:00	8.1	14.0	19.1	9.9	13.3	14.4	1.9	4.1	12.5	2.2
12:00 PM	6.1	12.6	20.2	10.2	16.2	15.7	2.8	3.2	9.1	3.5
13:00	11.7	14.3	19.3	6.1	12.9	12.9	1.4	4.1	12.9	4.1
14:00	8.8	13.1	14.6	13.8	9.8	14.3	1.6	4.6	14.3	5.0
15:00	11.4	12.2	18.6	10.7	11.0	14.8	2.1	4.0	12.3	2.3
16:00	13.7	12.8	18.1	10.4	10.8	16.6	2.0	2.4	11.0	1.8
17:00	9.0	12.1	19.3	7.2	12.6	16.7	1.6	2.8	14.8	3.6
18:00	10.4	13.8	20.9	9.6	9.8	11.3	2.4	4.1	14.9	2.6
19:00	10.0	12.6	12.9	8.8	8.4	16.0	2.1	3.6	20.8	4.5
20:00	13.1	13.7	22.0	6.6	10.4	13.1	.5	2.1	13.7	4.3
21:00	13.9	8.5	25.4	11.2	13.8	10.6	.6	1.6	9.6	4.5
22:00	7.4	13.8	25.5	11.7	8.5	7.4	7.4	5.3	6.3	6.3
23:00	6.3	25.0	31.2	--	6.2	25.0	--	--	--	6.3
TOTAL:	3.3	10.2	14.0	21.1	9.9	12.8	13.1	1.8	3.1	10.3

TABLE 27-a

PASSENGERS AND VISITORS BY HOUR OF THE DAY

WEDNESDAY

HOUR BEGINNING	PASSENGERS	VISITORS	VISITORS PER PASSENGER
0:00 AM	44	18	.41
1:00	17	5	.29
2:00	76	68	.90
3:00	-	-	-
4:00	5	3	.60
5:00	22	2	.09
6:00	215	43	.20
7:00	1721	405	.24
8:00	1894	454	.24
9:00	1232	353	.29
10:00	1277	644	.50
11:00	1429	519	.36
12:00 PM	1148	561	.49
13:00	1223	363	.29
14:00	1798	578	.32
15:00	2033	584	.29
16:00	2308	712	.31
17:00	2118	686	.32
18:00	2402	660	.28
19:00	1466	637	.43
20:00	953	637	.67
21:00	576	397	.69
22:00	192	165	.86
23:00	49	31	.63
TOTAL:	24,199	8,526	.35

TABLE 27-b

PASSENGERS AND VISITORS BY HOUR OF THE DAY

SATURDAY

HOUR BEGINNING	PASSENGERS	VISITORS	VISITORS PER PASSENGER
0:00 AM	143	166	1.16
1:00	56	86	1.54
2:00	53	77	1.45
3:00	-	-	-
4:00	-	-	-
5:00	5	-	-
6:00	78	32	.41
7:00	1,351	523	.39
8:00	1,549	862	.56
9:00	1,354	1,133	.84
10:00	1,258	1,055	.84
11:00	1,527	1,405	.92
12:00 PM	820	781	.95
13:00	683	455	.67
14:00	899	849	.94
15:00	905	921	1.02
16:00	739	580	.78
17:00	640	703	1.10
18:00	806	699	.87
19:00	497	394	.79
20:00	363	317	.87
21:00	439	648	1.48
22:00	170	224	1.32
23:00	86	65	.76
TOTAL:	14,423	11,973	.83

TABLE 28-a

PASSENGERS BY FLIGHT TIME PREFERENCE

WEDNESDAY

HOUR BEGINNING	SATISFIED WITH HIS FLIGHT TIME	NOT SATISFIED WITH HIS FLIGHT TIME	NOT INDICATED	WOULD PREFER THIS HOUR	TOTAL ON ACTUAL SCHEDULE		TOTAL ON PREFERRED SCHEDULE	
					NUMBER	%	NUMBER	%
0:00 AM	38	6	1	6	45	.2	45	.2
1:00	7	10	-	32	17	.1	39	.2
2:00	45	26	5	17	76	.3	67	.3
3:00	-	-	-	16	-	-	16	.1
4:00	-	5	-	25	5	-	30	.1
5:00	22	-	-	34	22	.1	56	.2
6:00	162	47	6	112	215	.9	280	1.2
7:00	1352	337	32	252	1721	7.1	1636	6.8
8:00	1534	324	36	386	1894	7.8	1956	8.
9:00	995	205	23	338	1223	5.1	1356	5.
10:00	1040	215	22	267	1277	5.3	1329	5.
11:00	1119	264	46	171	1429	5.9	1336	5.
12:00 PM	948	180	27	188	1155	4.8	1163	4.
13:00	1004	190	29	176	1223	5.1	1209	5.
14:00	1408	344	46	246	1798	7.4	1700	7.
15:00	1641	346	46	416	2033	8.4	2103	8.
16:00	1896	376	36	498	2308	9.5	2430	10.
17:00	1665	415	38	586	2118	8.7	2289	9.
18:00	1834	532	36	554	2402	9.9	2424	10.
19:00	976	461	29	262	1466	6.1	1267	5.
20:00	606	326	21	134	953	3.9	761	3.
21:00	317	229	30	71	576	2.4	418	1.
22:00	158	30	4	53	192	.8	215	.
23:00	40	7	2	33	49	.2	75	.
TOTAL:	18,808	4,876	515	4,876	24,199	100.0	24,199	100.

TABLE 29-a

PASSENGERS USING AIRPORT BUS BY BOARDING POINT AND BY HOUR OF FLIGHT

WEDNESDAY

HOUR EGINNING	Palmer House	Conrad Hilton	Sheraton Chgo.	Drake	Sherman	Ambassador	Evanston	Other	Not Indicated	TOTAL:
0:00 AM	1	2	1	1	-	-	-	3	-	8
1:00	3	-	-	-	-	-	-	-	-	3
2:00	13	2	-	-	-	2	-	-	-	17
3:00	-	-	-	-	-	-	-	-	-	-
4:00	-	-	-	-	-	-	-	-	-	-
5:00	-	-	-	-	-	-	-	-	-	-
6:00	10	4	5	-	2	-	-	9	-	30
7:00	50	24	9	3	2	2	-	18	2	110
8:00	48	23	9	3	9	4	9	64	1	170
9:00	27	20	18	8	15	12	2	48	1	151
10:00	58	32	10	11	6	6	11	77	6	217
11:00	127	58	11	9	14	8	5	89	2	322
12:00 PM	71	47	19	13	6	3	8	60	2	229
13:00	104	61	11	7	9	7	4	104	4	310
14:00	139	82	29	6	9	6	7	107	-	384
15:00	162	88	19	18	19	12	8	156	2	484
16:00	165	69	39	10	33	9	5	163	3	496
17:00	172	90	22	18	37	3	12	161	2	517
18:00	231	112	42	13	34	15	9	256	6	719
19:00	108	51	24	2	8	12	10	126	2	342
20:00	64	23	5	5	10	3	5	56	2	172
21:00	45	3	8	3	7	-	2	47	2	117
22:00	9	4	3	2	-	-	-	14	-	32
23:00	-	-	-	-	-	-	-	-	-	-
TOTAL:	1,609	795	285	133	218	104	96	1,559	34	4,892

TABLE 29-b

PASSENGERS USING AIRPORT BUS BY BOARDING POINT AND BY HOUR OF FLIGHT

SATURDAY

HOUR BEGINNING	Palmer House	Conrad Hilton	Sheraton Chco.	Drake	Sherman	Ambassador	Evanston	Other	Not Indicated	TOTAL:
0:00 AM	2	2	-	-	4	-	-	2	-	10
1:00	3	-	-	-	-	-	-	-	-	3
2:00	11	-	-	-	-	-	-	-	-	11
3:00	-	-	-	-	-	-	-	-	-	-
4:00	-	-	-	-	-	-	-	-	-	-
5:00	-	-	-	-	-	-	-	-	-	-
6:00	-	-	-	-	-	2	-	2	-	4
7:00	19	7	15	3	-	2	2	34	5	88
8:00	48	9	21	5	5	9	6	127	-	230
9:00	39	2	8	4	4	4	4	46	6	117
10:00	43	15	15	7	8	6	8	47	8	157
11:00	42	27	21	6	32	6	8	86	4	234
12:00 PM	23	6	8	6	14	6	4	44	-	111
13:00	24	6	22	6	32	8	-	36	-	134
14:00	36	9	16	9	27	2	5	45	5	154
15:00	52	9	9	11	22	9	8	40	-	160
16:00	31	15	16	12	14	3	5	43	-	139
17:00	48	10	5	3	2	1	3	40	2	114
18:00	64	19	5	4	10	4	3	42	-	151
19:00	36	5	2	1	1	6	5	27	-	83
20:00	10	-	4	-	2	8	-	12	-	36
21:00	17	3	1	-	2	1	1	6	-	31
22:00	7	4	-	-	2	-	-	-	-	13
23:00	-	-	-	-	-	-	-	16	-	16
TOTAL:	555	147	169	77	181	78	62	695	30	1,993

TABLE 30-a

PASSENGERS USING AIRPORT BUS BY MODE OF TRAVEL TO BOARDING POINT

WEDNESDAY

AIRPORT BUS BOARDING POINT	MEANS OF TRAVEL TO AIRPORT BUS BOARDING POINT								
	Taxicab	Private Auto	Public Bus	Rapid Transit	Train	Walking	Other	Not Indicated	TOTAL:
Palmer House	257	132	75	36	39	891	102	76	1,609
Conrad Hilton	44	42	38	-	8	516	70	76	795
Sheraton-Chicago	37	25	13	-	-	159	26	24	285
Drake	12	11	3	-	-	74	7	26	133
Sherman	12	7	16	2	-	143	26	13	218
Ambassador	3	7	2	1	-	87	1	3	104
Evanston	9	41	8	1	-	32	4	2	96
Other	162	274	92	2	5	784	167	74	1,559
Not Indicated	2	7	1	-	-	2	-	22	34
TOTAL:	538	546	248	42	52	2,686	404	315	4,832

TABLE 30-b

PASSENGERS USING AIRPORT BUS BY MODE OF TRAVEL TO BOARDING POINT

SATURDAY

AIRPORT BUS BOARDING POINT	MEANS OF TRAVEL TO AIRPORT BUS BOARDING POINT								
	Taxicab	Private Auto	Public Bus	Rapid Transit	Train	Walking	Other	Not Indicated	TOTAL:
Palmer House	65	63	30	49	46	275	16	11	555
Conrad Hilton	17	2	2	-	9	108	5	4	147
Sheraton-Chicago	36	2	9	5	-	106	7	4	169
Drake	9	3	-	-	-	55	7	2	77
Sherman	2	-	7	2	-	156	6	7	181
Ambassador	5	5	4	-	-	62	-	2	78
Evanston	13	13	7	2	-	23	-	4	62
Other	44	165	24	-	1	399	38	23	695
Not Indicated	2	11	3	-	-	5	-	9	30
TOTAL:	193	264	86	58	56	1,191	79	66	1,993

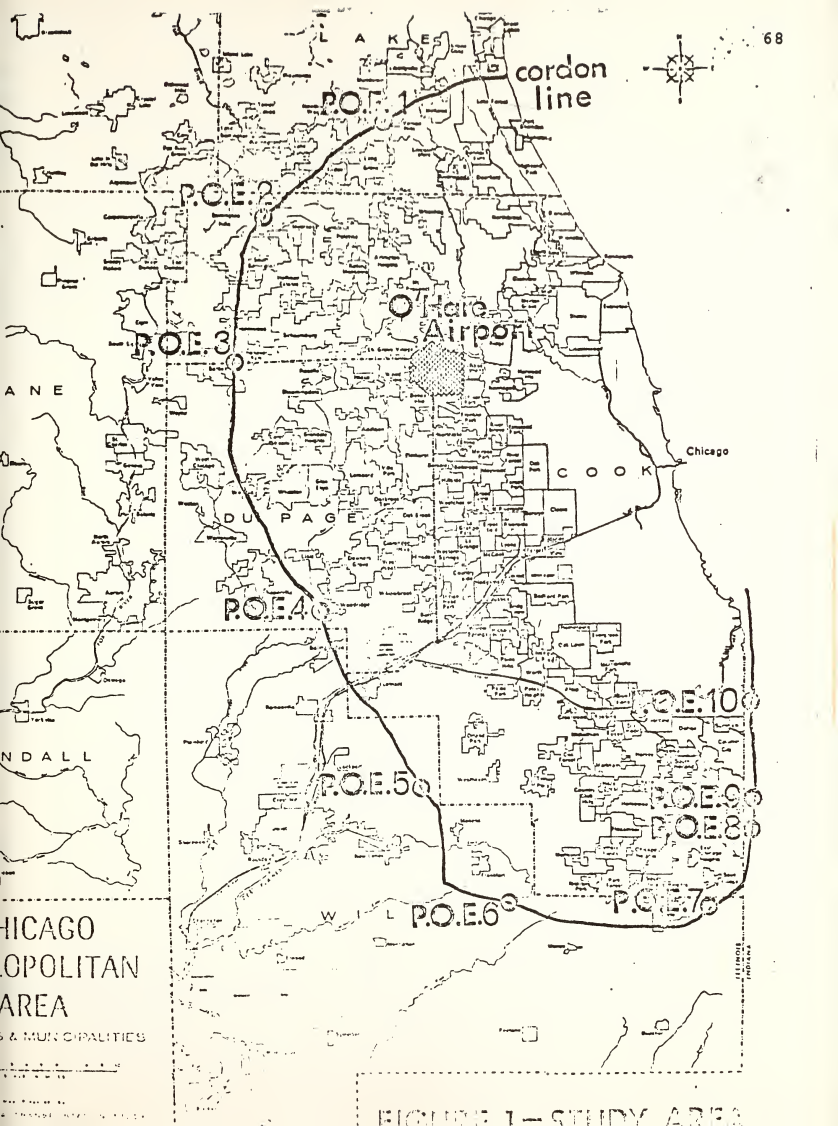

FIGURE 1—STUDY AREA

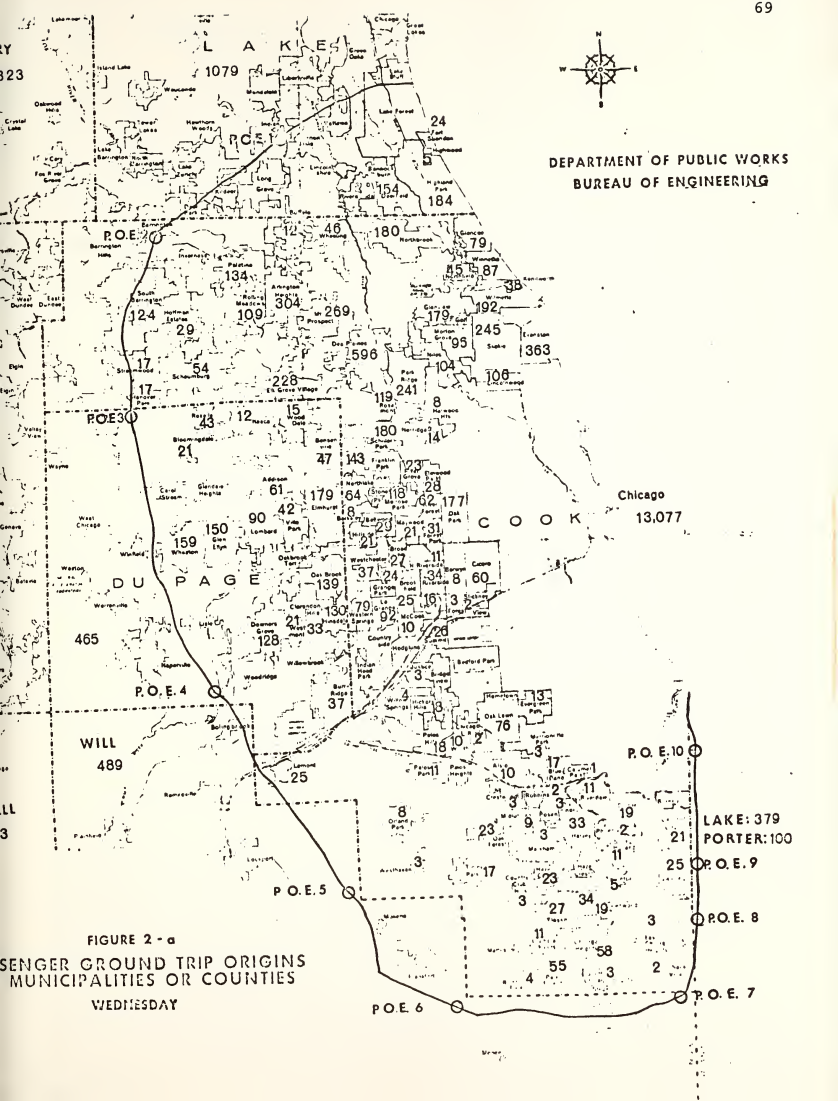

FIGURE 2 - a

SENGER GROUND TRIP ORIGINS
MUNICIPALITIES OR COUNTIES

WEDNESDAY

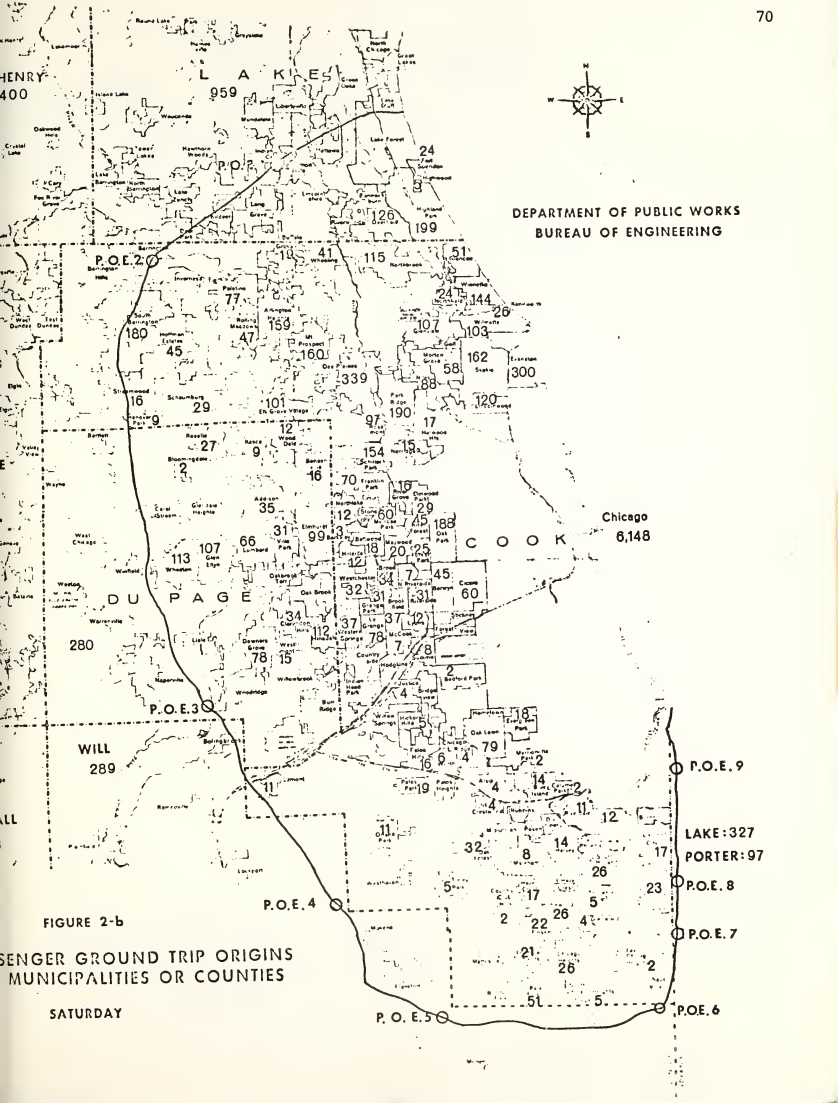

FIGURE 2-b

SENGER GROUND TRIP ORIGINS
MUNICIPALITIES OR COUNTIES

SATURDAY

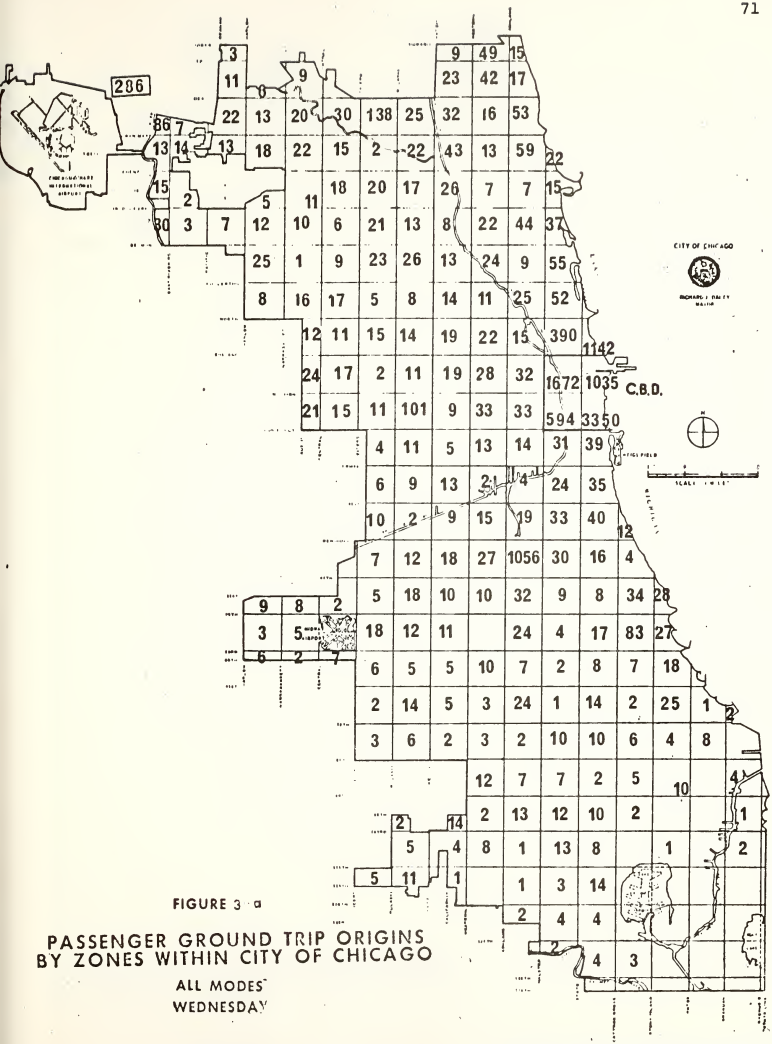

FIGURE 3 - a

PASSENGER GROUND TRIP ORIGINS
BY ZONES WITHIN CITY OF CHICAGO

ALL MODES
WEDNESDAY

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING.

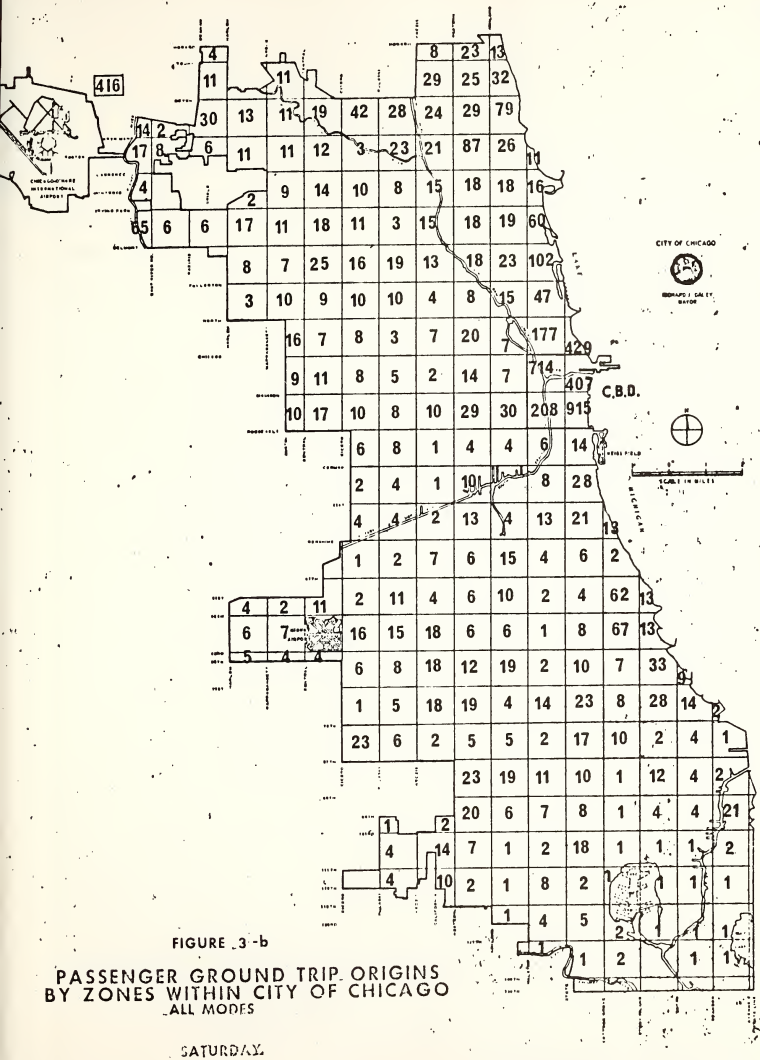

FIGURE 3-b

PASSENGER GROUND TRIP ORIGINS
BY ZONES WITHIN CITY OF CHICAGO
ALL MODES

SATURDAY

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

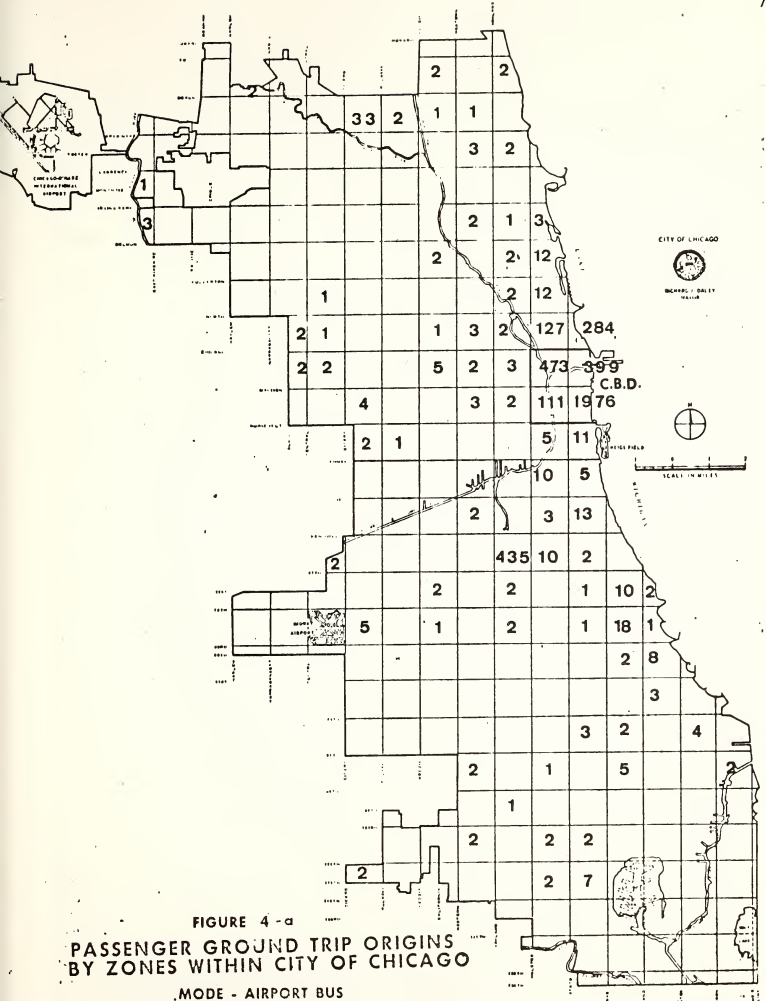

FIGURE 4 - a

PASSENGER GROUND TRIP ORIGINS
BY ZONES WITHIN CITY OF CHICAGO

MODE - AIRPORT BUS

WEDNESDAY

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

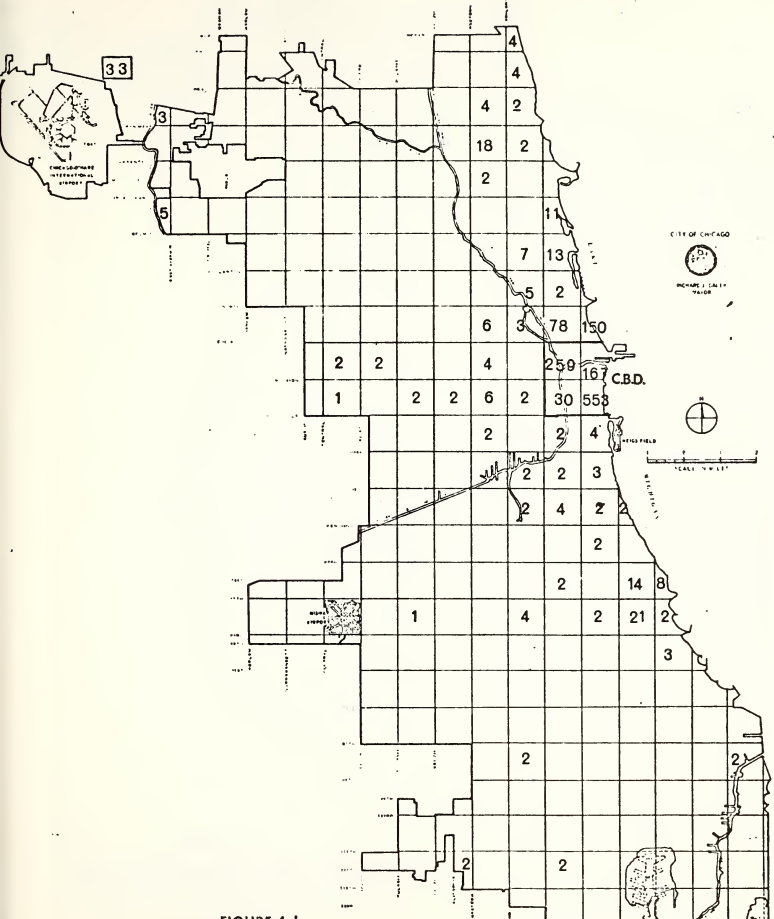

FIGURE 4-b

PASSENGER GROUND TRIP ORIGINS
BY ZONES WITHIN CITY OF CHICAGO

MODE - AIRPORT BUS

SATURDAY

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

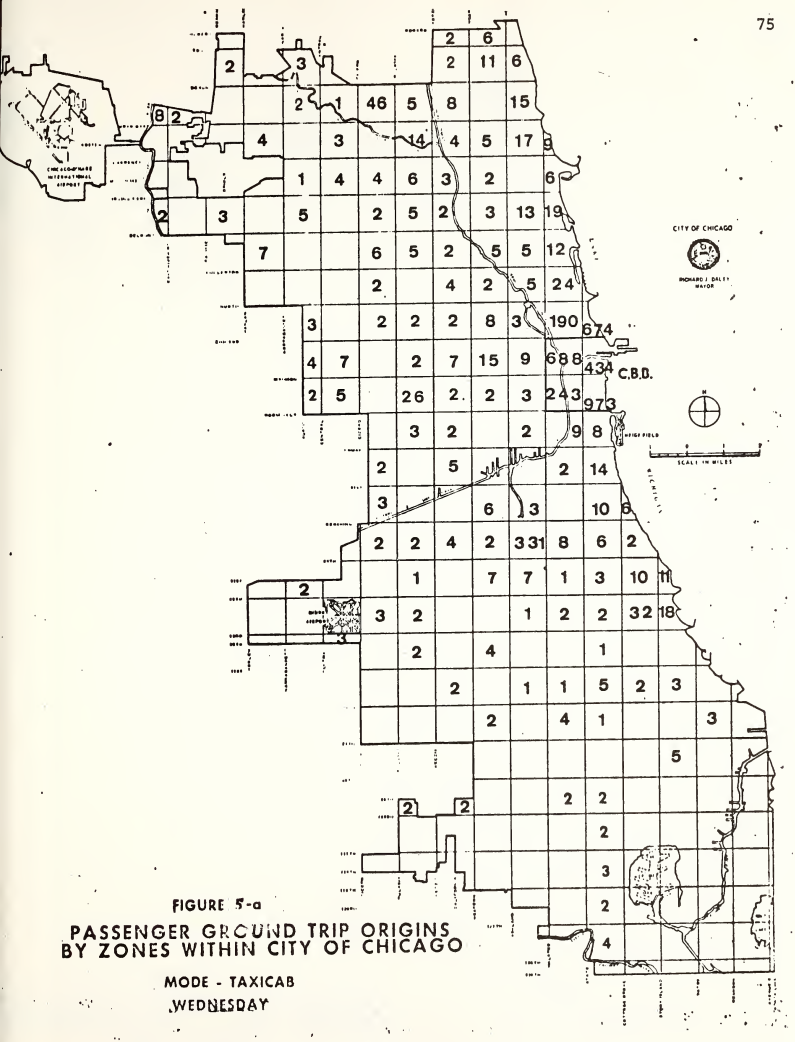

FIGURE 5-a

PASSENGER GROUND TRIP ORIGINS
BY ZONES WITHIN CITY OF CHICAGO

MODE - TAXICAB
WEDNESDAY

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

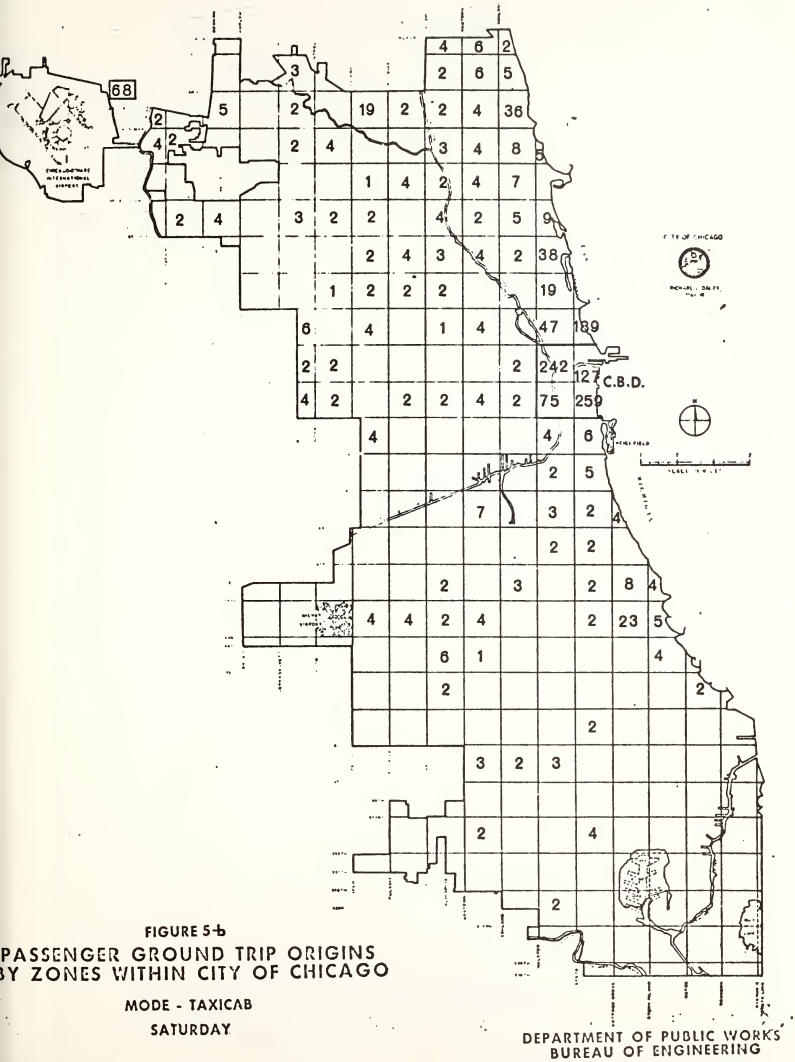

FIGURE 5-b

PASSENGER GROUND TRIP ORIGINS
BY ZONES WITHIN CITY OF CHICAGO

MODE - TAXICAB

SATURDAY

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

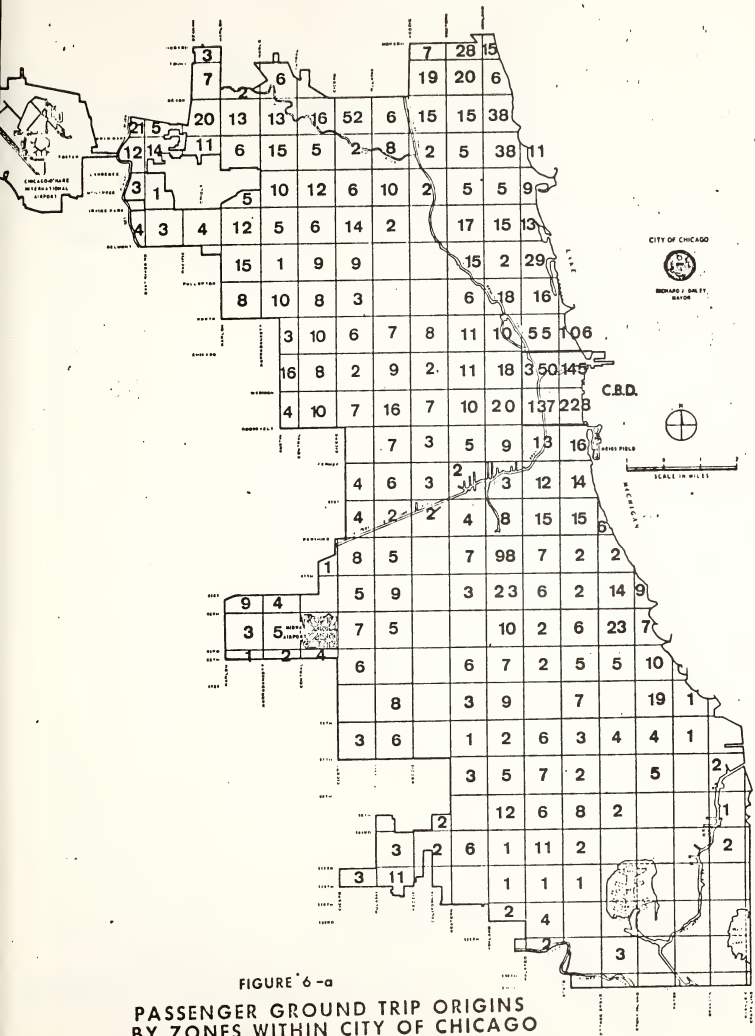

FIGURE 6-a

PASSENGER GROUND TRIP ORIGINS BY ZONES WITHIN CITY OF CHICAGO

MODE - PRIVATE AUTO

WEDNESDAY

DEPARTMENT OF PUBLIC WORKS, BUREAU OF ENGINEERING

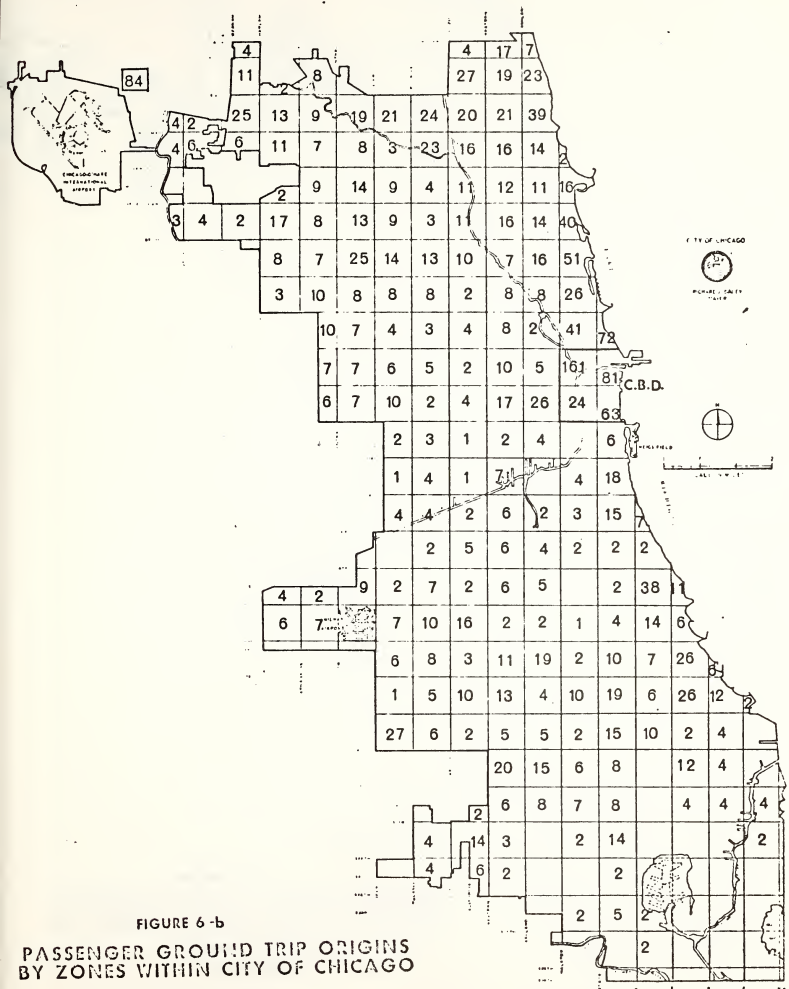

FIGURE 6-b

PASSENGER GROUND TRIP ORIGINS
BY ZONES WITHIN CITY OF CHICAGO

MODE - PRIVATE AUTO

SATURDAY

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

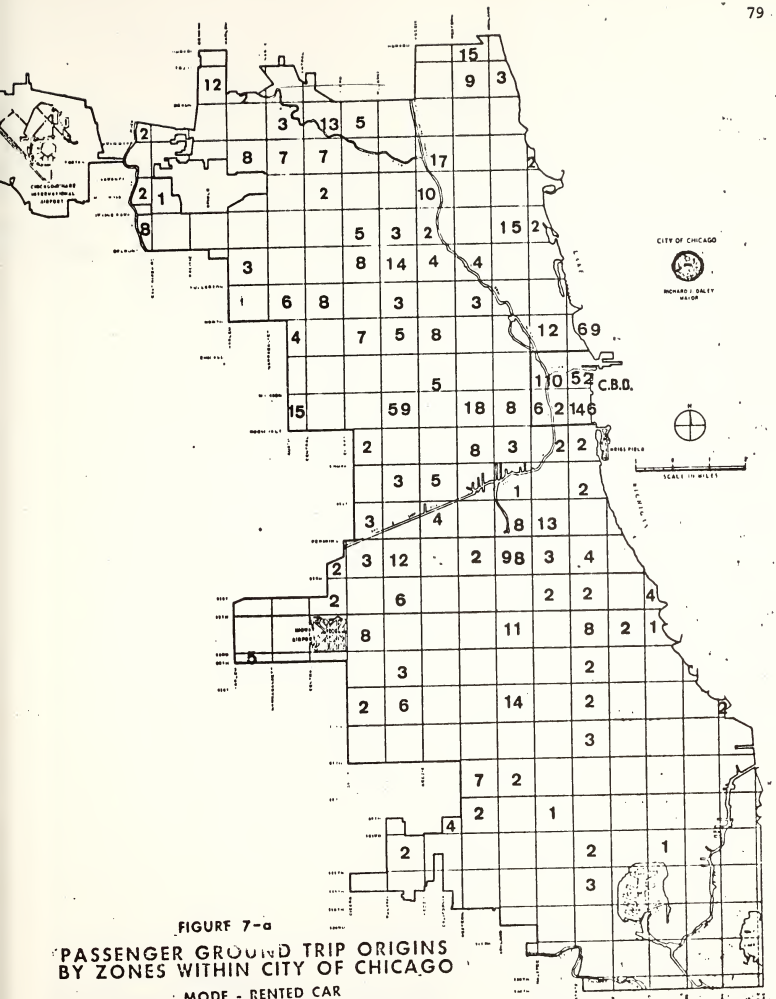

FIGURE 7-a

PASSENGER GROUND TRIP ORIGINS
BY ZONES WITHIN CITY OF CHICAGO

MODE - RENTED CAR

WEDNESDAY

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

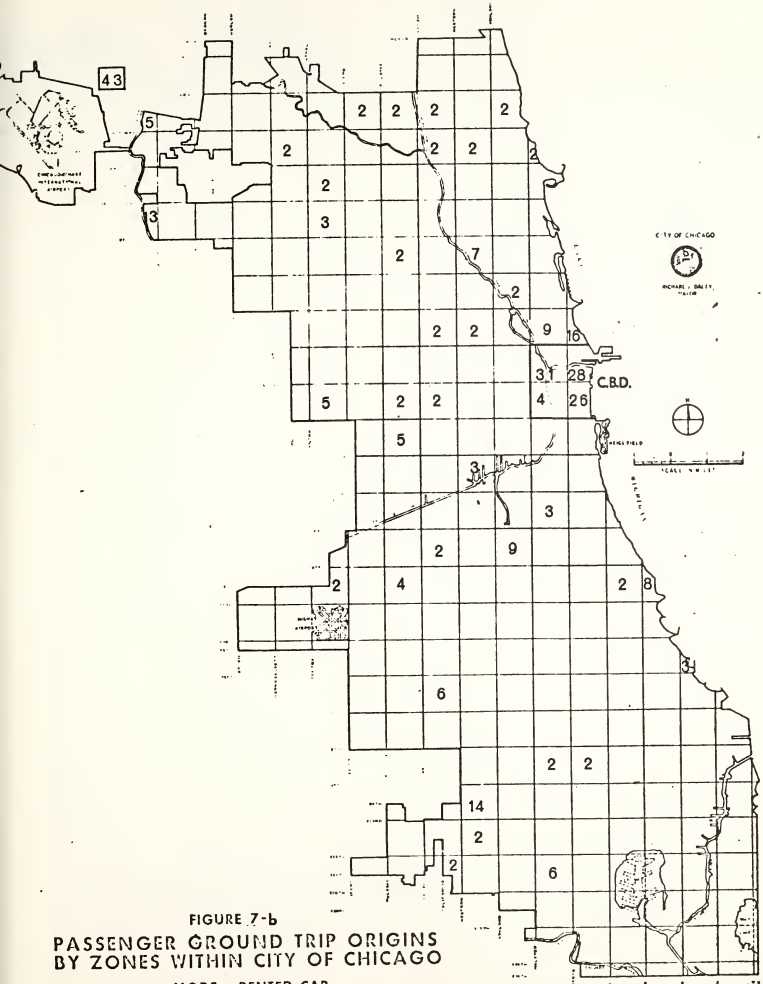

FIGURE 7-b

PASSENGER GROUND TRIP ORIGINS
BY ZONES WITHIN CITY OF CHICAGO

MODE - RENTED CAR

SATURDAY

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

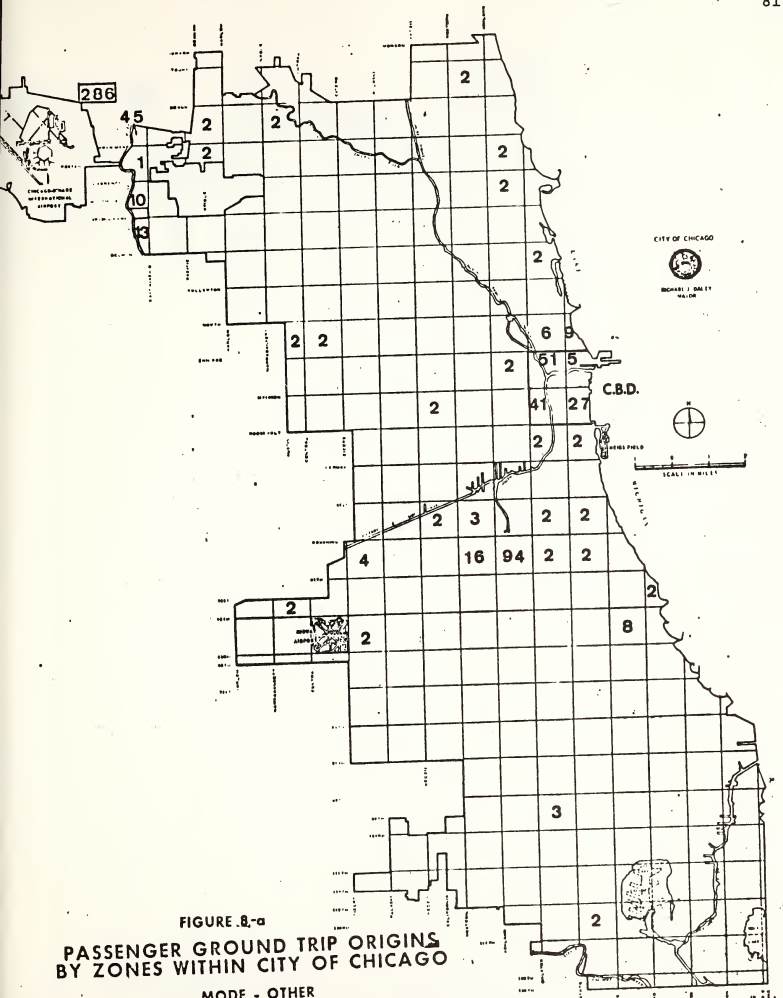

FIGURE 8-a

PASSENGER GROUND TRIP ORIGINS BY ZONES WITHIN CITY OF CHICAGO

MODE - OTHER

WEDNESDAY

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

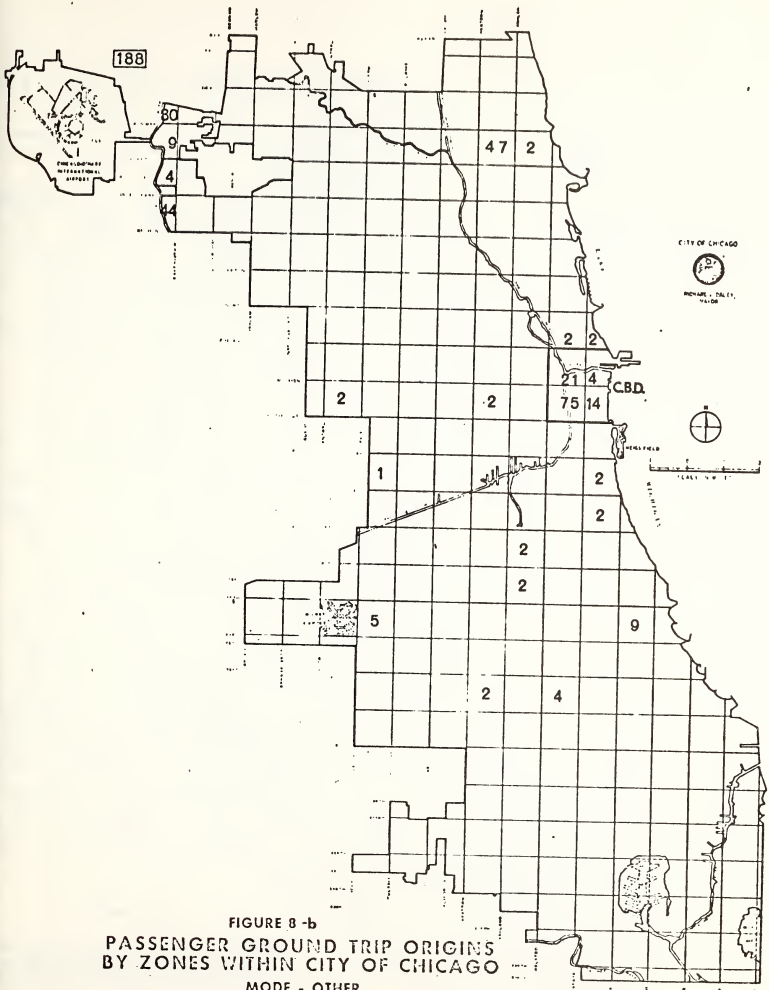

FIGURE 8 -b

PASSENGER GROUND TRIP ORIGINS
BY ZONES WITHIN CITY OF CHICAGO

MODE - OTHER

SATURDAY

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

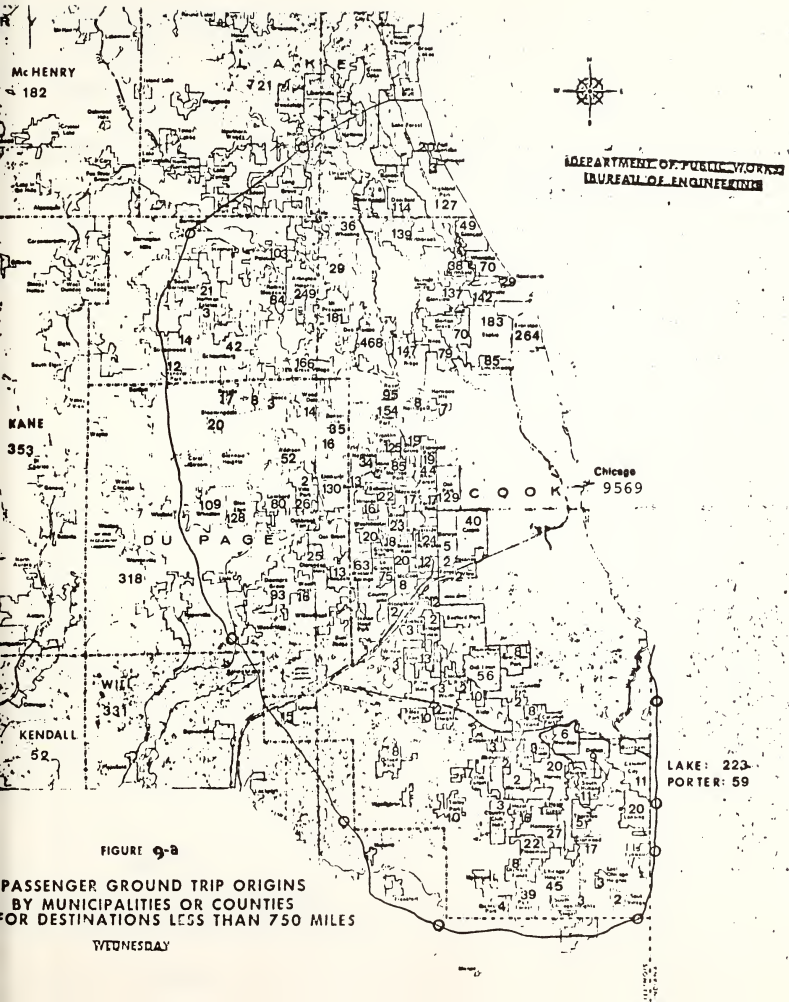

FIGURE 9-a

PASSENGER GROUND TRIP ORIGINS
BY MUNICIPALITIES OR COUNTIES
FOR DESTINATIONS LESS THAN 750 MILES

WEDNESDAY

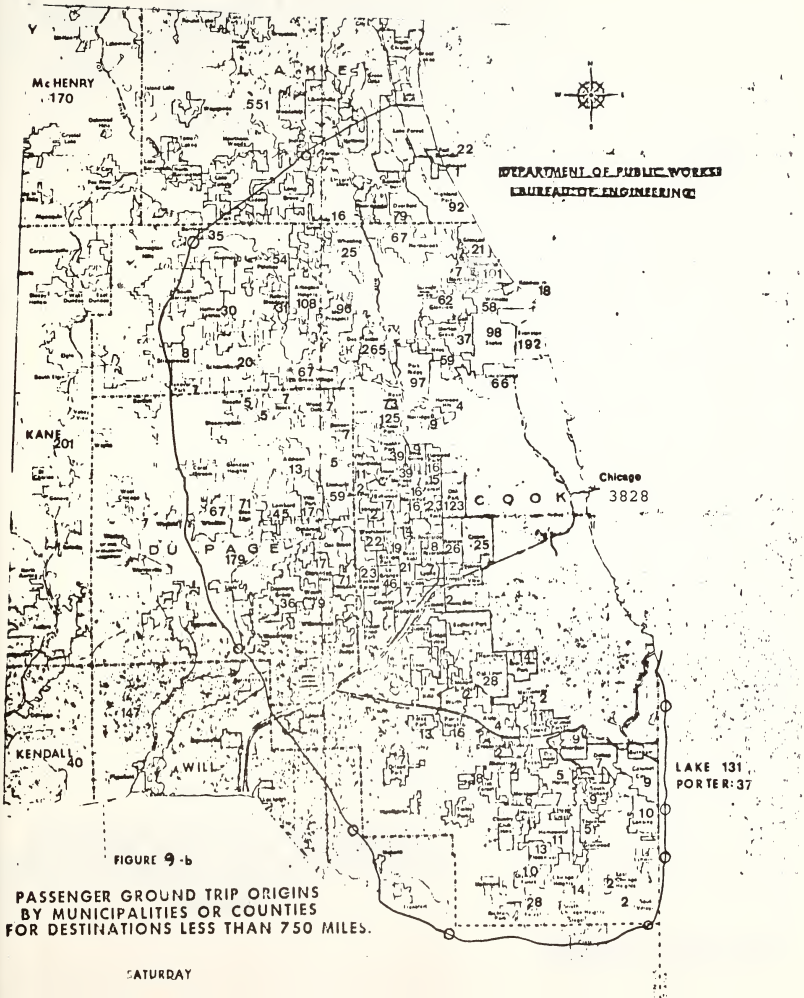

FIGURE 9 -b

PASSENGER GROUND TRIP ORIGINS
BY MUNICIPALITIES OR COUNTIES
FOR DESTINATIONS LESS THAN 750 MILES.

SATURDAY

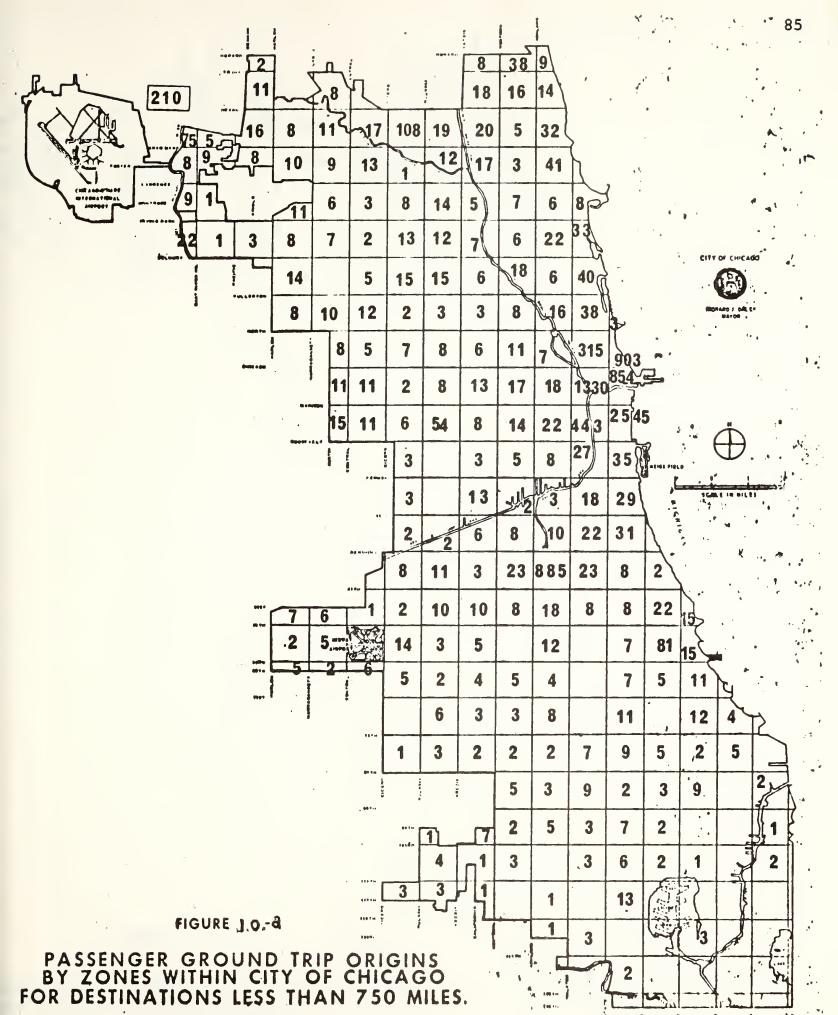

FIGURE J.0.-8

PASSENGER GROUND TRIP ORIGINS
BY ZONES WITHIN CITY OF CHICAGO
FOR DESTINATIONS LESS THAN 750 MILES.

WEDNESDAY

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

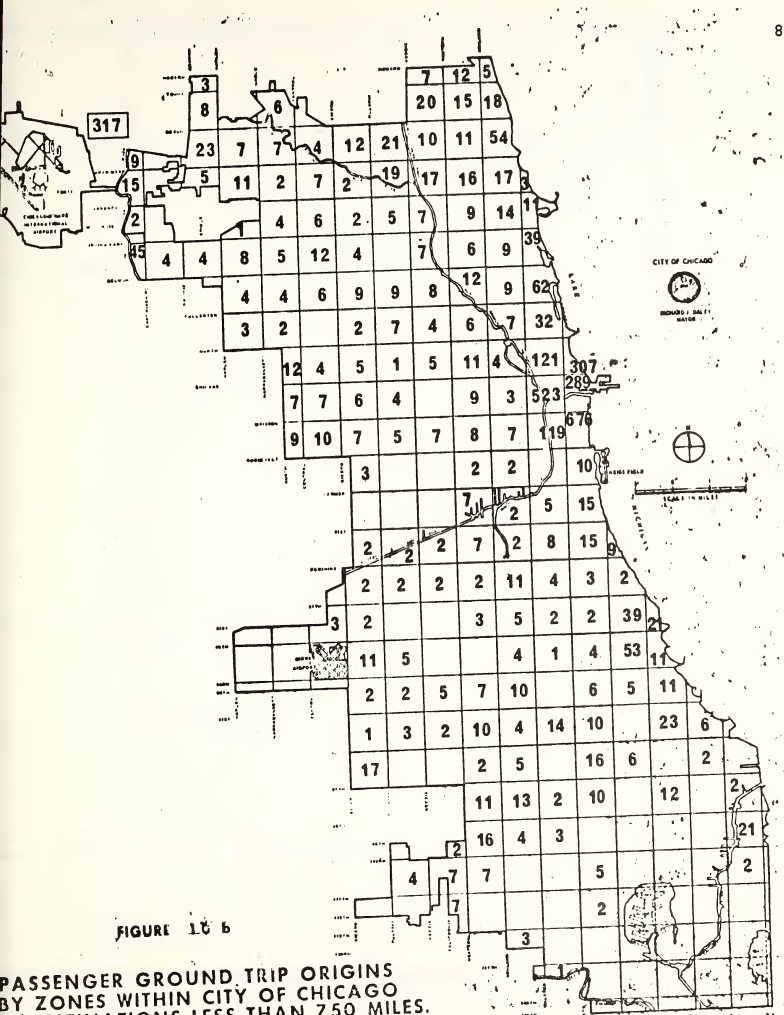

FIGURE 16 b

PASSENGER GROUND TRIP ORIGINS
BY ZONES WITHIN CITY OF CHICAGO
OR DESTINATIONS LESS THAN 750 MILES.

SATURDAY

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

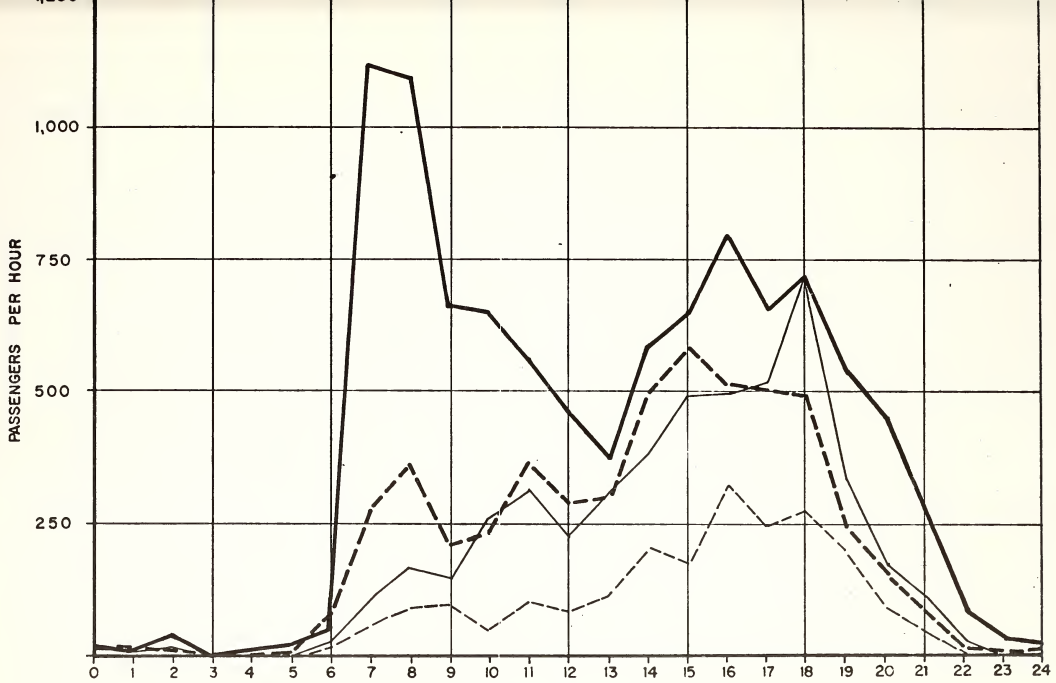

FIGURE 11 a

PASSENGERS BY MODE BY HOUR OF THE DAY

WEDNESDAY

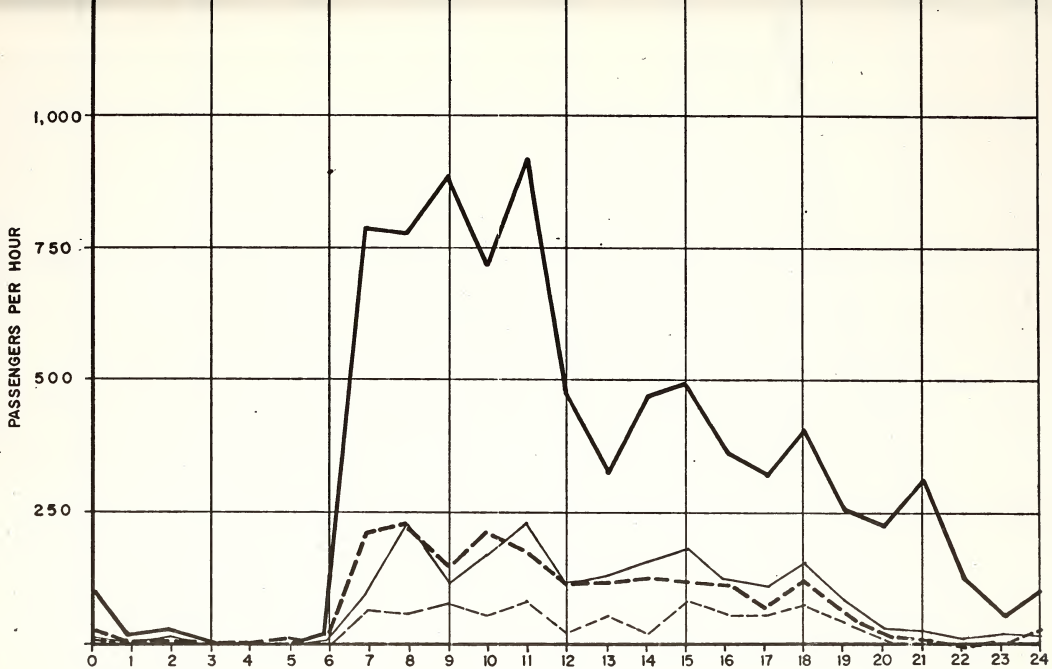

FIGURE 11 b

PASSENGERS BY MODE BY HOUR OF THE DAY

SATURDAY

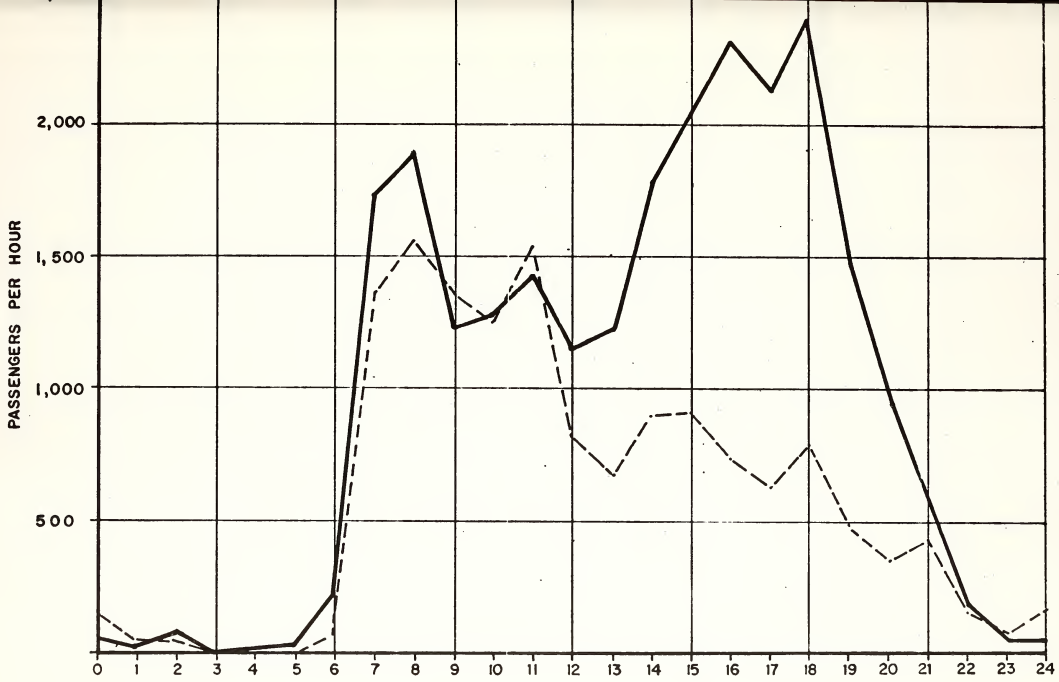

FIGURE 12

PASSENGERS BY HOUR OF THE DAY
WEDNESDAY vs SATURDAY

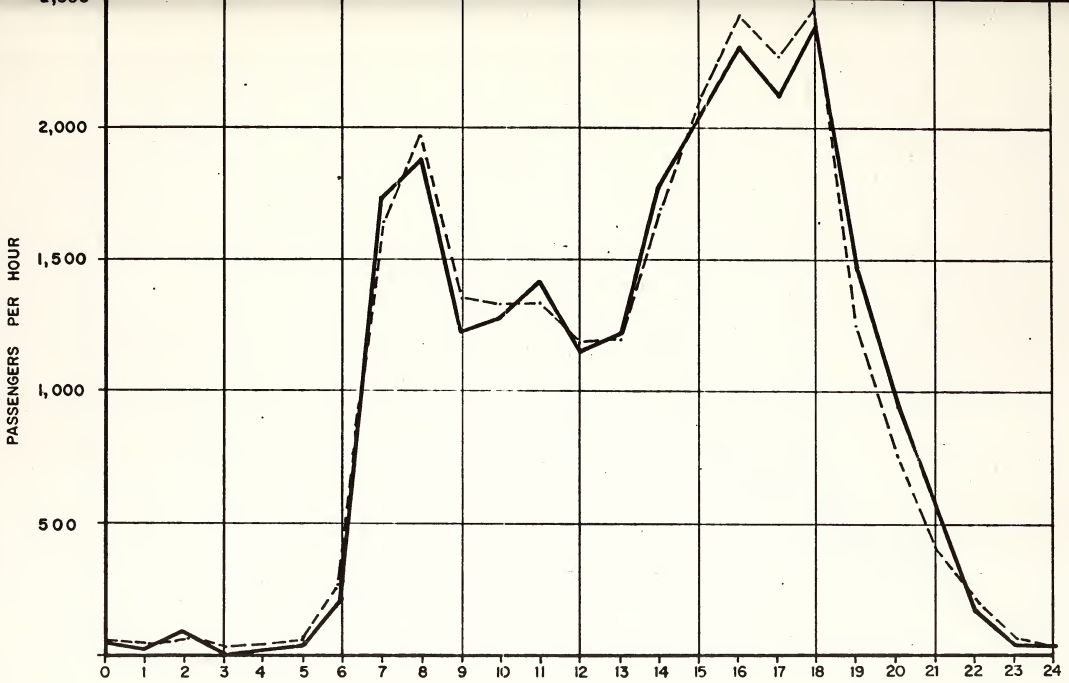

FIGURE 13 a

PASSENGERS BY HOUR ON ACTUAL vs PREFERRED SCHEDULES

WEDNESDAY

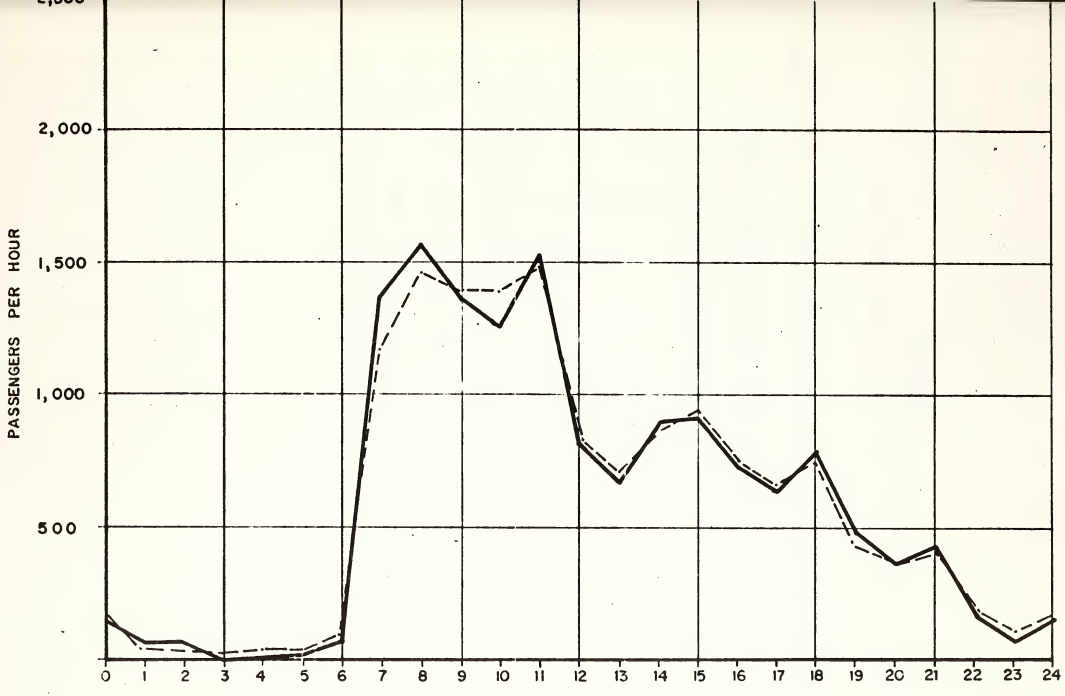

FIGURE 13 b

PASSENGERS BY HOUR ON ACTUAL vs PREFERRED SCHEDULES, SATURDAY

APPENDIX

VEHICULAR TRAFFIC COUNTS ON SURVEY DAYS

In order to relate passenger volumes to vehicular movement, the following traffic counts were taken at O'Hare on the survey days:

1. Manual Vehicle Classification Counts: This was performed by the City of Chicago, Bureau of Street Traffic, for the hours between 6 A.M. and 12 P.M. on the survey days on the main entrance road. Although it was attempted to follow the same classification as the modal choice in the passenger survey, the following changes had to be made:

   a. Since it was not possible to identify "private autos" and "rented cars" separately, they were combined into the same class as "passenger cars."

   b. Since it was possible to distinguish the hotel limousine, they were counted as a separate class.

2. Automatic Machine Counts: This was performed by the Chicago Area Transportation Study for a 24 hour period on each survey day, at the following two locations:

   a. Main trunk of the entry road, at the location of the manual classification counts.

   b. Upper level (departures) ramp.

The results of these traffic counts are summarized in Tables A-1 and A-2 respectively.

TABLE A-1-a
MANUAL CLASSIFICATION COUNT OF VEHICLES AT MAIN ENTRANCE
WEDNESDAY, APRIL 16, 1969

HOUR BEGINNING	PASSENGER CAR	TAXICAB	AIRPORT BUS	HOTEL LIMOUSINE	OTHER	TOTAL VEHICLES
0:00 AM						
1:00						
2:00						
3:00						
4:00						
5:00						
6:00	1,371	212	7	46	45	1,681
7:00	1,709	295	10	56	35	2,105
8:00	1,589	287	16	50	62	2,004
9:00	1,135	303	20	37	55	1,550
10:00	975	325	24	47	56	1,427
11:00	1,071	329	32	40	46	1,518
12:00 PM	1,059	331	36	20	35	1,481
13:00	1,313	303	21	36	44	1,717
14:00	1,490	475	26	31	56	2,078
15:00	1,469	462	24	45	40	2,040
16:00	1,515	402	23	38	37	2,015
17:00	1,407	289	19	43	31	1,789
18:00	1,326	221	19	35	32	1,633
19:00	1,311	212	21	44	28	1,616
20:00	914	223	15	43	31	1,226
21:00	668	184	11	41	21	925
22:00	507	155	7	23	18	710
23:00	310	88	4	16	13	431
TOTAL:	21,139	5,096	335	691	685	27,946

TABLE A-1-b
MANUAL CLASSIFICATION COUNT OF VEHICLES AT MAIN ENTRANCE
SATURDAY, APRIL 19, 1969

HOUR BEGINNING	PASSENGER CAR	TAXICAB	AIRPORT BUS	HOTEL LIMOUSINE	OTHER	TOTAL VEHICLES
0:00 AM						
1:00						
2:00						
3:00						
4:00						
5:00						
6:00	724	169	14	44	27	978
7:00	943	130	8	56	22	1,159
8:00	1,131	163	16	44	28	1,382
9:00	1,179	152	17	43	29	1,420
10:00	1,265	140	14	41	27	1,487
11:00	1,159	105	13	38	34	1,349
12:00 PM	1,200	134	10	33	22	1,399
13:00	1,422	120	2	30	26	1,600
14:00	1,376	118	18	35	25	1,572
15:00	1,298	141	14	30	27	1,510
16:00	1,237	153	14	30	26	1,460
17:00	1,051	158	12	28	26	1,275
18:00	886	143	4	13	14	1,060
19:00	944	128	11	21	23	1,127
20:00	847	102	15	21	23	1,008
21:00	655	82	6	25	13	781
22:00	568	63	6	25	16	678
23:00	469	35	4	17	14	539
TOTAL:	18,354	2,236	198	574	422	21,784

TABLE A-2

MACHINE COUNT OF ARRIVING VEHICLES
AT MAIN ENTRANCE AND AT DEPARTURE RAMP

HOUR BEGINNING	MAIN ENTRANCE		DEPARTURE RAMP	
	WEDNESDAY	SATURDAY	WEDNESDAY	SATURDAY
0:00 AM	296	294	137	315
1:00	136	278	69	186
2:00	78	99	38	86
3:00	65	86	35	77
4:00	100	94	55	68
5:00	597	429	181	203
6:00	1,681	978	809	474
7:00	2,105	1,159	1,030	590
8:00	2,004	1,382	1,131	873
9:00	1,550	1,420	957	803
10:00	1,427	1,487	913	875
11:00	1,518	1,349	901	756
12:00 PM	1,481	1,399	966	772
13:00	1,717	1,600	992	775
14:00	2,078	1,572	1,305	799
15:00	2,040	1,510	1,142	715
16:00	2,015	1,460	1,189	707
17:00	1,789	1,275	1,026	707
18:00	1,633	1,060	891	486
19:00	1,616	1,127	883	494
20:00	1,226	1,008	607	454
21:00	925	781	502	427
22:00	710	678	430	400
23:00	431	539	244	245
TOTAL:	29,218	23,064	16,433	12,287